

# Strange

HIGH PERFORMANCE COMPONENTS



# FORD

# GET NOTICED, GET CONNECTED, GET STRANGE



Want to let the world know you're Strange? We can help. Visit us at [Strangeeng.net](http://Strangeeng.net) and [Strangeoval.com](http://Strangeoval.com) and choose the garb that best suits you. Don't just dress.... Dress Strange!

### SEARCH DEALERS

### SEARCH PROFILES

As most of you know Strange Engineering launched our new website last December. Now that it is up and running we are very excited to invite you to create your own profile. This will allow you to have access to a dealer locator and special promotions reserved for members only.

While you're online, get on your Facebook, get on your Twitter, get onto all of Strange's feeds and let Crystal be your guide through the world of Strange Racing and Strange Events. She'll be gentle... No not really.



DON'T JUST RACE...  
**RaceStrange**

**Crystal Bailey**  
Strange Social Media &  
Field Marketing Coordinator



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# NEW FROM STRANGE



US/STRANGE GEAR SETS ARE NOW AVAILABLE FOR MORE FORD APPLICATIONS

LUCAS OIL FREE WITH ALL COMPLETE REAR ENDS



## STRANGE PRO TOURING FLOATER KIT

The Pro Touring full floating kit dramatically increases safety and braking performance in Street/Track and Pro Touring vehicles. Learn more on page 77.



## STRANGE DOUBLE ADJUSTABLE COIL-OVER STRUT

This externally adjustable coil-over strut features independent extension and compression adjustments to precisely control the internal valving. Learn more on page 100.

## STRANGE HD PRO ALUMINUM CENTER SECTION

The HD Pro Aluminum case satisfies the need for an aluminum case that is as appropriate for street as it is at the track. Learn more on page 53.



## STRANGE 35 SPLINE S-TRAC FOR 9" FORD

The 9" 35 spline S-Trac is a helical gear differential that offers smooth and progressive power transfer. The superior design and quality make it ideal for the most abusive Street/Track applications. Learn more on page 34.

# TERMS & CONDITIONS

## Terms

Orders may be shipped Certified Check, VISA, MASTER CARD, AMERICAN EXPRESS, OR DISCOVER CARD. Minimum order is \$10.00.

## Claims

Claims for damages in shipping, open or sealed, are to be made to freight forwarder. Claims for shortages must be made directly to Strange Engineering within 5 days of receipt.

## Returns

Special order parts are non-returnable. No returns will be accepted without prior authorization. Please contact a Strange Engineering associate for a Returned Merchandise Authorization number (rma). Returns must be in new condition. Any part that has been installed or used will not be credited. All returns are subject to a 20% handling charge (minimum \$10) and return freight must be prepaid.

## Pricing

Prices are subject to change without notice.

## Disclaimer of Warranty

Strange Engineering reserves the right to make changes in design and to add to or improve on its product without incurring any obligation to install the same on products previously manufactured.

Purchasers using Strange Engineering racing components and equipment, any and all inventory services, purchasers acknowledge that due to the differing conditions and circumstances under which all equipment and parts are installed and used, purchasers are not relying on Strange Engineering's skills or judgments to select or furnish the proper part or equipment. Purchasers expressly affirm they are relying upon their own skill or judgment to select and purchase suitable goods.

Strange Engineering makes no warranties whatsoever, expressed or implied, oral or written, to purchasers. There is no warranty of merchantability made to purchasers. Strange Engineering, further excludes any implied warranty of fitness with respect to racing and equipment, any and all inventory and service.

## Axle Replacement Guarantee

Strange Alloy (induction hardened) 33 and 35 spline axles and Strange Pro Race Axles (thru-hardened) with 33, 35 (excluding gun-drilled) and 40-splines are guaranteed against spline breakage to the original owner for a period of five years. This replacement policy shall not apply to any product which has been repaired or altered in anyway so as in our judgment affects its performance; nor which has been subject to misuse, abuse, negligence or any other occurrence beyond the control of Strange Engineering. The replacement policy is effective from the invoice shipping date. In no way does Strange Engineering accept responsibility or liability beyond repair or replacement.

## Spool Replacement Guarantee

Strange Pro Race steel spools carry a lifetime replacement policy against breakage to the original owner with proof of purchase. This replacement policy is only valid when the spool is used with Strange or unmodified OEM axles- this is due to irregularly cut and non-involute splines which occur in re-spline and cut spline axles which provide poor spline contact area. This replacement policy shall not apply to any product which has been repaired or altered in anyway so as in our judgment affects its performance; nor which has been subject to misuse, abuse, negligence or any other occurrence beyond the control of Strange Engineering. The replacement policy is not warranted against excessive run-out due to ring and/or pinion breakage. The replacement policy is effective from the invoice shipping date. In no way does Strange Engineering accept responsibility or liability beyond repair or replacement.

# STRANGE EXPERIENCE

Strange has over 50 years of manufacturing experience in the performance industry. Strange has grown from creating products inside a two car garage in the late 50's to an industry leading manufacturing company housed on a 120,000 square foot site.

The family owned business is still based on principles the company was founded on- quality product, quality service and a true enthusiasm for the performance industry.



# Strange Pro Race & Alloy Axles - Whats the Difference?

The best tool for the job is the right tool for the job. Strange Engineering prides itself on supplying the best possible product for your particular application. Many years of experience has created different axle designs based on their intended use. After considering the loads and forces that the axle will endure, the right material is chosen along with the proper heat treatment to optimize its characteristics. Since this can not be accomplished by only one type of axle, it has lead to the development of both Pro Race Axles and Alloy Axles. Quality is ensured as all Strange axles are proudly made in the USA by Strange Engineering.

## Pro Race - Thru-Hardened

### Material

Hy-Tuf ultra strength forged alloy steel

### Heat Treatment

Thru-hardened @ Rc 46-48  
Full depth of shaft

### Application

Competitive Drag Racing

### Origin

Hy-Tuf was originated in the class of Ultra-Strength alloys, which was developed for highly stressed landing gear in military aircraft. The material is a low carbon, high manganese, high-nickel and high molybdenum steel.

### Properties

Each Pro Race Axle is heat treated in a vertical furnace to a hardness of Rc 46-48. The axle is the same hardness from the center of the shaft to the surface (thru-hardened).

The combination of Hy-Tuf and thru-hardened heat treatment provides an axle that achieves superior torsional strength and ductility. In addition, thru-hardened Hy-Tuf is ideal for weight saving gun-drilled and ultra light axles. More drag racers depend on Strange Hy-Tuf Pro Race Axles than all other brands combined.

Pro Race (thru-hardened) and Alloy (induction hardened) axles are all NHRA & IHRA accepted; however, Strange Engineering maintains the highest standards in the industry for safety and performance. Therefore, we strongly recommend our thru-hardened Pro Race shafts for all competitive drag racing applications.

## Alloy - Induction Hardened

### Material

Modified 1550 premium forged alloy steel

### Heat Treatment

Induction Hardened @ Rc 58-62  
Hardness decreases from surface to the axle core

### Application

High performance Street and Track

### Origin

1550 proved to be an excellent material for street applications, but required different properties to be suitable for track use as well. Various modifications were tested until the proper combination resulted in the material use today.

### Properties

Induction hardening is a process in which an axle is pulled through an electrical coil. The electric coil heats and quenches the shaft. This type of heat treatment is ideal for hardening the case of the shaft while the axle shaft core and flange remain soft, allowing for an extremely ductile axle.

The combination of a premium alloy steel and induction hardening creates an axle which is able to survive the bending loads that are inherent with street use.

Strange Alloy Axles are offered in 28, 30, 31, 33 and 35 spline applications. Shafts up to 31 spline are ideal for street applications with the use of posi-units, Detroit Lockers, and helical gear differentials. The 33 and 35-spline axles are able to withstand even higher torque and bending loads. 35-spline alloy axles are well suited for street and track applications. They can be used with Detroit Lockers, Helical gear differentials, and spools. Spools are for racing applications only and should never be used on the street.

While Strange Alloy Axles are NHRA and IHRA accepted, the Pro Race Axles offer superior torsional and axle flange strength for the ultimate in Drag Race Only applications.



# AXLE ORDERING INFORMATION

Strange axles are manufactured to meet each customer's needs. In order for us to produce an optimal axle fit, we have provided the following text and illustrations to assist you with supplying the necessary axle information. Please do not hesitate to call us if you have any questions or need a more in depth explanation of the information that we have requested.

Complete the information for Rear End Housing form if you cannot determine dimension C. The C dimension of an existing axle may be affected by changes to the housing ends, carrier, and brakes. When brakes are changed, so do many of the axle dimensions. Any additional information provided will help ensure a proper fit. Provide all the necessary information for existing axles provided everything will remain the same. The facing page has a housing end identification chart as well as common OEM and aftermarket dimensions that can be useful to verify the measurements you are supplying.

## Information For Axle Order Form

- (1) Application - Street, Track, Street and Strip, or Drag Race Only
- (2) Carrier - Differential or spool, and manufacturer  
The original C dimensions may change if the carrier is replaced
- (3) Number of axle splines
- (4) Bolt Circle - See chart
- (5) Tapped for screw in studs (1/2-20 or 5/8-18)  
Only Alloy Axles can be drilled for knurled studs - Specify knurl size
- (6) Housing end type - Shape may vary- Please verify dimensions
- (7) Type of brakes and manufacturer- Drum, factory disc, or aftermarket  
Aftermarket brake companies should supply F dimension
- (8) D dimension - Axle flange OD is 6.245" unless specified otherwise
- (9) Driver side and passenger side C dimension - See axle diagram
- (10) A dimension - Brake register - See axle diagram
- (11) B dimension - Bearing seat - See axle diagram
- (12) H dimension - Bearing area diameter - See axle diagram
- (13) F dimension - Brake offset - See housing diagram  
B and F are not the same dimension - See Notes
- (14) Passenger side housing end to center of pinion - Dimension L
- (15) Driver side housing end to center of pinion - Dimension O
- (16) Housing end to housing end - Dimensions L + O
- (17) Passenger side axle flange to center of pinion - Dimension M
- (18) Driver side axle flange to center of pinion - Dimension J
- (19) Axle flange to axle flange - Dimensions M + J  
Do not add thickness of brake hat or drum

## Common Ford Dimensions

- A dimension - 2.430", 2.530", 2.750", 2.780",  
2.796", 2.875, or 3.060"
- B dimension - 1.875", 2.062", 2.125", 2.250",  
2.375" or 2.437"
- F dimension - 2.145", 2.332", 2.500", or 2.625"
- H dimension - 1.379", 1.400", 1.532", 1.563",  
1.626" or 1.773"
- Bolt circle - 4 on 4 1/4", 5 on 4 1/2", 5 on 5 1/2"

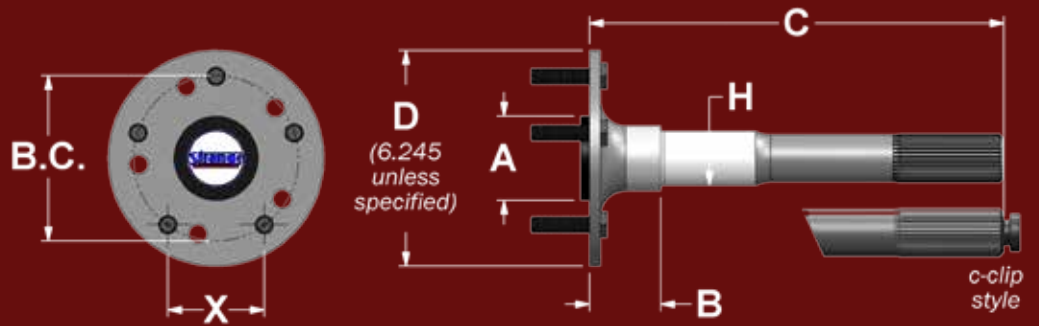
## Notes:

- Axle flange to axle flange is measured from the outside face of the axle flanges without any brakes installed.
- If you have listed only housing end to housing end or axle flange to axle flange, please specify pinion offset.
- The B dimension is from the outside face of axle flange to the bearing shoulder machined onto the axle.
- The F dimension is measured from outside face of bare axle flange to the outside face of the housing end.
- When upgrading to 35 spline axles in a Ford 9", an aftermarket 3.250" bore case is required.

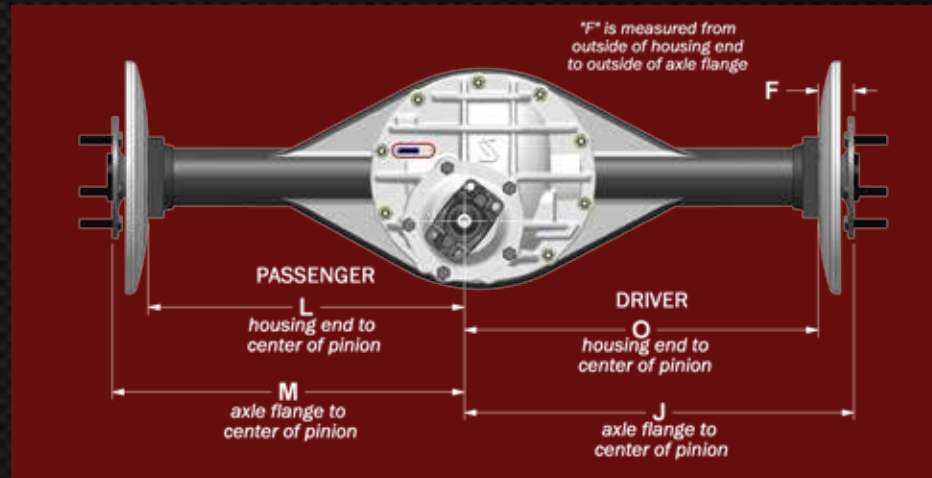


## Axle Form

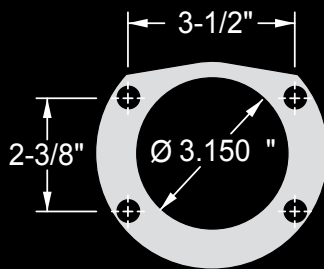
X	Bolt Circle
2.645" .....	4 1/2"
2.792" .....	4 3/4"
2.939" .....	5"
3.233" .....	5 1/2"



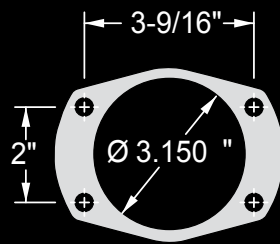
## Housing Form



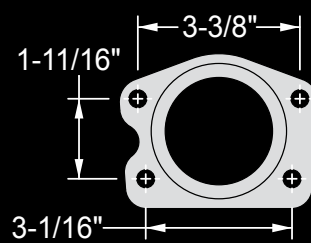
## HOUSING END IDENTIFICATION CHART



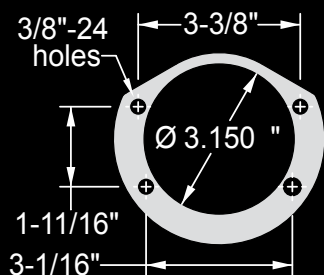
**BIG FORD**  
HOUSING ENDS  
H1135 (1.3" WIDE)



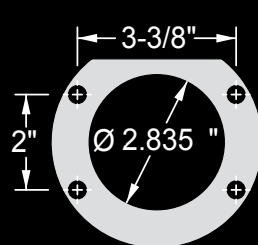
**LATE BIG FORD**  
HOUSING ENDS  
H1137 (1.3" WIDE)  
H1148 (1.3" WIDE, ABS)



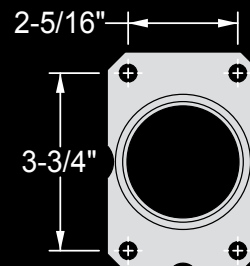
**FORD 8.8" (FACTORY)**  
SAFETY HUB KIT  
A1090, A1092, A1093,  
A1094, A1096



**FORD 8.8" (STRANGE)**  
HOUSING ENDS  
H1138 (1.3" WIDE)



**MUSTANG**  
HOUSING ENDS  
H1134 (1" WIDE)



**05-14 MUSTANG (FACTORY)**  
SAFETY HUB KIT  
A1098, A1099

## HOUSING END CHART

### Notes:

(1) **FACTORY** indicates OEM style housing ends that Strange does not manufacture and are listed for identification purposes; however, we do offer c-clip eliminator kits. C-clip eliminator kit may require new axles- call for your application.

(2) Big Ford or late big Ford OEM housing ends may vary in shape and housing end stud hole size.

# STRANGE ALLOY AXLES



- **2 day turnaround**
- **Designed for your custom street and hi-performance vehicle**
  - **CNC machined from premium forged alloy steel**
- **Induction hardened to resist bending loads and provide a more flexible axle**
  - **Radius rings to minimize stress concentrations**
    - **Axles for Ford 8.8" & 9"**
    - **28, 31, 33, & 35 spline**
- **Alloy 35 spline axles designed for your street/strip requirements**

**Strange Alloy Axles** are designed to meet the demanding bending loads of street use. Manufactured from premium alloy steel forgings, each alloy axle is induction hardened to its optimal hardness with Strange designed tooling. Alloy axle splines are hobbled to the proper involute spline before heat treatment. The axles are made with a large 1.563" diameter axle bearing area and the shoulder accepts a radius ring that minimizes stress concentrations. A billet aluminum brake register is provided to properly locate the center of your disc or drum brake system.

Alloy axles are offered in 28, 31, 33 and 35 spline applications. Shafts up to 31 spline are ideal for street applications with the use of posi-units, Detroit Lockers, and helical gear differentials. It is always recommended to use the largest shaft as possible. If you own a 9" rear end and are considering purchasing a differential for a OEM case, then you should always upgrade from 28 to 31 spline components. The axles are identical in price and often the differentials are similar in cost. Although our 28 spline Alloy axle is stronger than OEM 28 spline, 31 spline axles are 38% stronger. We strongly recommend an upgrade to 31 spline axles for street applications.

Strange Alloy 33 and 35-spline axles are able to withstand even higher torque and bending loads. 35-spline alloy axles are ideal for street and strip applications and may be used with Detroit Lockers, helical gear differentials and spools. Spools are for Drag Racing only and should never be used on the street.

Strange also offers alloy replacement c-clip style axles for many OEM applications. Call today to discuss your requirements.

## Strange Alloy Axles

**A3100** Alloy 28, 31, or 33 spline induction hardened axles drilled and tapped for your choice of bolt circle- pair... \$349

**A3500** Alloy 35 spline induction hardened axles drilled and tapped for your choice of bolt circle- pair..... \$349

**A1004** Additional charge for access hole or third bolt circle- pair..... \$16





### Strange Alloy C-Clip Axles

- Manufactured from high strength steel
- Harder surface area than OEM- for improved bearing/axle life
- Deeper case hardening than OEM- for superior torsional strength
- Fully ground bearing surface and radius
- Drilled for 1/2-20 screw-in studs & OEM press-in studs
- Fits OEM bearing

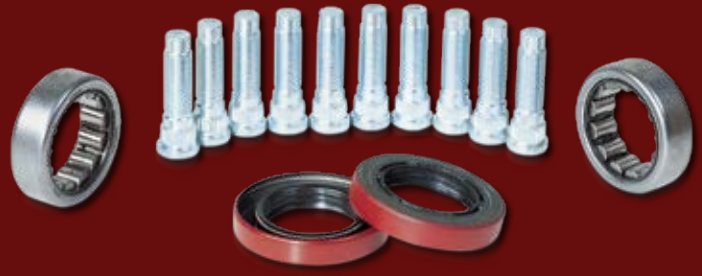
### Strange 8.8" Mustang 31spline C-Clip Axles

- P3110** Strange 31 spline 8.8" c-clip axles for 1994-1998 OEM Mustang disc applications- pair..... \$250
- P3111** Strange 31 spline 8.8" c-clip axles for 1999-2004 OEM Mustang disc applications- pair..... \$250
- P3112** Strange 31 spline 8.8" c-clip axles for 2005-2014 OEM Mustang disc applications- pair..... \$284



### C-Clip Axle Bearings, Seals & Studs

- A3120K** Ford 8.8" axle bearings & seals - pr.  
For 1994-2004 Mustang c-clip axles- \$54
- A3121** Ford 8.8" press-in stud kit - 10 pieces  
For 1994-2004 Mustang (1/2"-20) .615" knurl- \$26



# ALLOY AXLE PACKAGES

## Strange Alloy Axle Packages

Alloy axle packages are easily configured to a wide range of applications and are customized for your vehicle. Strange has combined integrated components at money saving prices. As with all Strange packages, Alloy Axle packages are designed to ease installation- saving you time & money



**P3102** Ford 28 or 31 spline axles, bearings, and 2" or 3" (1/2-20) stud kit..... \$405

**P310258** P3102 with upgrade to 5/8" stud kit... \$465

**P3104** Ford 28 or 31 spline axles, bearings, retaining plates, and 2" or 3" (1/2-20) stud kit..... \$421

**P310458** P3104 with upgrade to 5/8" stud kit... \$481

**P3302** Strange 33 spline axles, bearings, and 2" or 3" (1/2-20) stud kit..... \$405

**P330258** P3302 with upgrade to 5/8" stud kit... \$465

**P3304** Strange 33 spline axles, bearings, retaining plates, and 2" or 3" (1/2-20) stud kit..... \$421

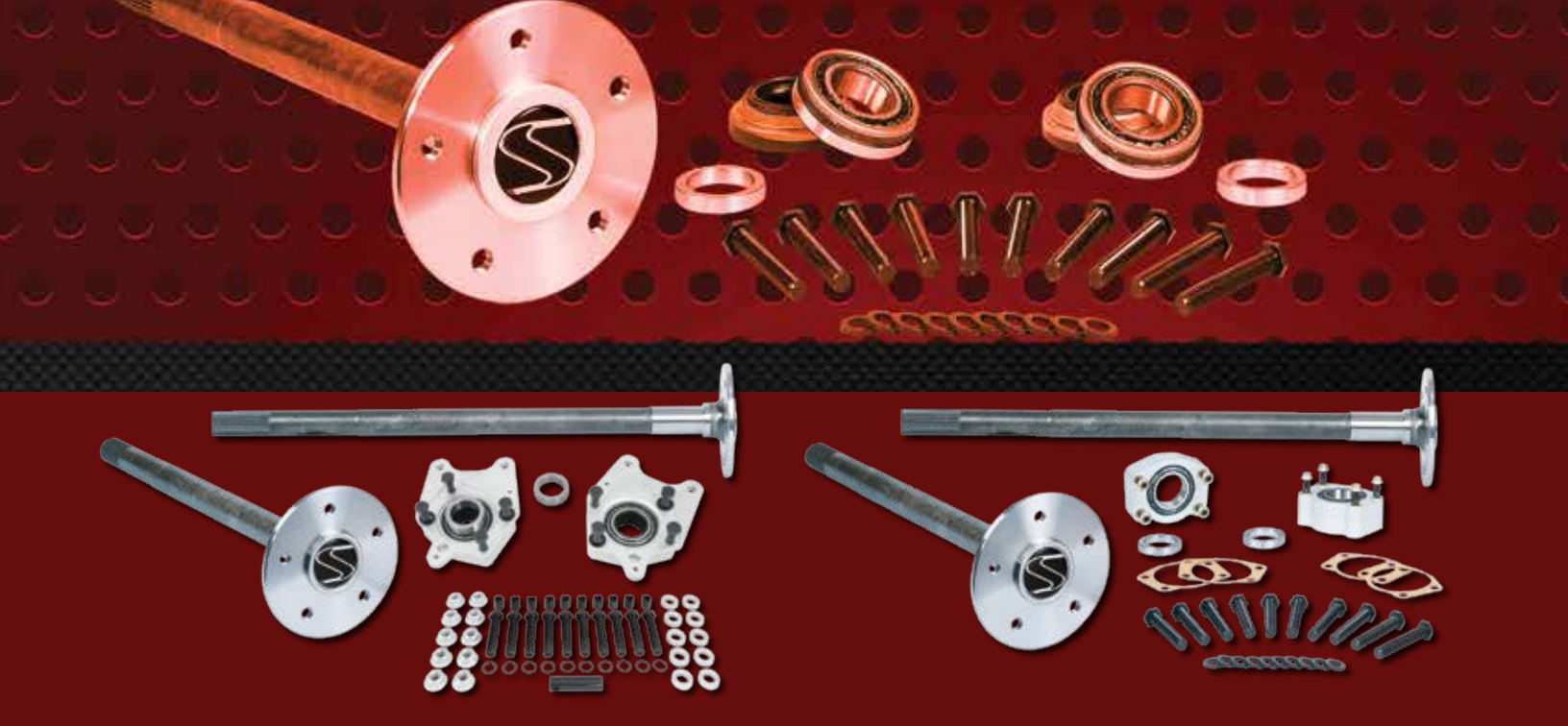
**P330458** P3304 with upgrade to 5/8" stud kit..... \$481

**P3502** Alloy 35 spline axles, bearings, and 2" or 3" (1/2-20) stud kit..... \$405

**P350258** P3502 with upgrade to 5/8" stud kit..... \$465

**P3504** Alloy 35 spline axles, bearings, retaining plates, and 2" or 3" (1/2-20) stud kit..... \$421

**P350458** P350458 with upgrade to 5/8" stud kit.... \$481



### Strange Mustang 8.8" Alloy Axle Packages with C-Clip Eliminator Kit

*Strange 8.8" c-clip eliminators feature Timken roller bearings that are ideal for street and constant use*

#### 1986-1993 Mustang

- P3109F86** Ford 28, 31 or Strange 33 spline Alloy axles, c-clip eliminator kit, and 2" or 3" (1/2-20) stud kit  
**1986-1993 Mustang 8.8"** application for OEM drum brakes..... \$424
- P3109F8658** P3109F86 with upgrade to A1027 5/8" stud kit..... \$484
- P3509F86** P3109F86 with 35 spline Alloy axles..... \$424
- P3509F8658** P3109F86 with 35 spline Alloy axles and A1027 5/8" stud kit... \$484

*1986-1993 Applications Can Be Use With Aftermarket Disc Brakes Kits That Are Designed For C-Clip Eliminator Kits*

#### 1994-2004 Mustang

- P3109F94** Ford 28 or 31 spline Alloy axles, c-clip eliminator kit, and 2" or 3" (1/2-20) stud kit  
**1994-2004 Mustang 8.8"** application for OEM disc brakes - Specify GT or Cobra brakes... \$545
- P3109F9458** P3109F94 with upgrade to A1027 5/8" stud kit... \$605
- P3509F94** P3109F94 with Strange 35 spline Alloy axles... \$545
- P3509F9458** P3109F94 with Strange 35 spline Alloy axles and A1027 5/8" stud kit... \$605
- OPAX01** Add optional Strange 1994-2004 ABS reluctor rings - pair..... \$89

#### 2005-2014 Mustang

- P3109F05** Ford 31 spline Alloy axles, c-clip eliminator kit, and 2" or 3" (1/2-20) stud kit  
**2005-2014 Mustang 8.8"** application for OEM GT & GT500 disc brakes... \$653
- P3109F0558** P3109F05 with upgrade to A1027 5/8" stud kit... \$713
- P3509F05** P3109F05 with Strange 35 spline Alloy axles..... \$653
- P3509F0558** P3109F05 with Strange 35 spline Alloy axles and A1027 5/8" stud kit... \$713
- OPAX05** Add optional OEM 2005-2012 ABS reluctor rings - pair... \$77

*2005-2014 kits include billet aluminum caliper mounts - Eliminating modifications that compromise integrity of the OEM mount  
 5/8" stud kit option limited to A1027 due to clearance requirements for eliminator kits*

# ALLOY AXLE & SPOOL PACKAGES



## STRANGE 35 SPLINE ALLOY AXLE & SPOOL PACKAGES

Alloy axle & Spool packages are easily configured to a wide range of applications and are customized for your vehicle

Strange has combined integrated components at money saving prices  
As with all Strange packages, Alloy Axle packages are designed to ease installation- saving you time & money



- P3502S** Alloy 35 spline axles, axle bearings, 2" or 3" (1/2-20) stud kit, and Lightweight Pro steel spool..... \$554
- P350258S** P3502S with upgrade to 5/8" stud kit... \$614
- P3504S** Alloy 35 spline axles, axle bearings, retaining plates, 2" or 3" (1/2-20) stud kit, and Lightweight Pro steel spool... \$571
- P350458S** P3504S with upgrade to 5/8" stud kit..... \$631





P3509F94S



P3509F86S

**STRANGE ALLOY 35 SPLINE AXLE & SPOOL PACKAGES WITH C-CLIP ELIMINATOR KIT**

**P3509F86S** Alloy 35 spline axles, Lightweight Pro steel spool, c-clip eliminator kit, and 2" or 3" (1/2-20) stud kit  
 1986-1993 Mustang 8.8" application for OEM drum brakes... \$565

**P3509F8658S** P3509F86S with upgrade to A1027 5/8" stud kit..... \$625

*1986-1993 Mustang applications can use aftermarket disc brakes kits designed for use with c-clip eliminator kits*

**P3509F94S** Alloy 35 spline axles, Lightweight Pro steel spool, c-clip eliminator kit, and 2" or 3" (1/2-20) stud kit  
 1994-2004 Mustang 8.8" application for OEM disc brakes - Specify GT or Cobra brakes...\$686

**P3509F9458S** P3509F9458S with upgrade to A1027 5/8" stud kit..... \$746

**OPAX01** Add Optional Strange 1994-2004 ABS reluctor rings - pair... \$89

**P3509F05S** Alloy 35 spline axles, Lightweight Pro steel spool, c-clip eliminator kit, and 2" or 3" (1/2-20) stud kit  
 2005-2004 Mustang application for OEM GT & GT500 disc brakes... \$794

**P3509F0558S** P3509F05S with upgrade to A1027 5/8" stud kit..... \$854

**OPAX05** Add optional OEM 2005-2012 ABS reluctor rings - pair... \$77

*2005-2012 Mustang kits include billet aluminum caliper mounts - No modifications to OEM mounts that compromise integrity*

*All 5/8" upgrades above are limited to A1027 stud kit due to clearances necessary for eliminator kits*

# PRO RACE AXLES



- Designed for your custom drag racing application
- Involute splines for increased strength
- Forged from Hy-Tuf for optimal grain structure
- Thru-hardened for superior torsional strength
- Contingency programs
- Five year replacement guarantee for 33, 35 and 40 spline axles
- Most orders shipped within 2 days

**Strange Pro Race axles** are forged from Hy-Tuf alloy steel that was originally developed for highly stressed landing gear in military aircraft. The material is in the class of Ultra Strength alloys and contains low carbon, high manganese, high-nickel, and high molybdenum steel. Pro racing axles are thru-hardened allowing for a Drag Racing shaft with an exceptionally high, 240,000 PSI, tensile strength while retaining ductility.

Strange Engineering stocks a variety of completely finished axles for specific applications. After 50 years of manufacturing axles, we know which applications are most common and there is no reason to charge you extra for priority service. If your requirements cannot be met by our extensive inventory, we will custom manufacture your axle at no additional cost. Strange Pro Race axles are the best value on the market today. That's why more drag racing competitors rely on Strange axles than all other brands combined! Contact a Strange sales technician to discuss your specific application.

- A1000** Pro Race Hy-Tuf axles, any length, and any spline up to 35  
Choice of bolt circle - Tapped for 1/2" or 5/8" screw-in studs- pair... \$429
- A1003** Lightened axle flange - Five 1" round lightening holes- pair... \$28
- A1004** Additional charge for access hole or third bolt circle- pair..... \$16
- A1005** Lighten shaft and flange - 35 spline axles shafts gun-drilled with .875" bore  
Maximum length is 20" - Flanges machined with five round holes- pair... \$129
- A1006** Ultra Lite flange - Pocket mill flange in solid or gun-drilled axles... \$75

Gun-drilled axles with A1006 option also are lightened underneath the Strange logo  
See picture on next page



**Strange gun-drilled axles** were created to reduce rotating weight. Gun-drilling is a process where the core of the axle is removed, leaving a .875" hole thru the entire length of the shaft. Each gun-drilled axle is further lightened by eliminating axle flange material with five 1" diameter holes. A 35 spline gun-drilled axle is 25.6% lighter than a solid 35 spline axle and can be used for non-blown cars weighing under 1,850 lbs. Strange 40 spline gun-drilled axles can withstand the abuse of drag racing vehicles weighing 3,500 lbs. and with quarter mile elapsed time slips under seven seconds. Strange 40 spline gun-drilled axles are 10% lighter than 35 spline solid axles and an astonishing 54% stronger. The Strange 40 spline gun-drilled axle is truly the ultimate drag racing axle.

A solid axle shaft is stronger than an equivalent in diameter gun-drilled shaft. When weight is not an issue, a gun-drilled axle should not be used.



# Race Strange



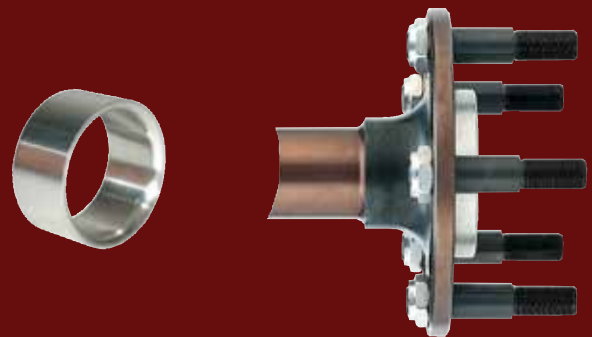
Strange Ultra Light flange for solid axle is pictured above



Strange Ultra Light axle for gun-drilled axle shown above



Strange 40 Spline Pro Race Axles



## Advantages of the Strange Radius Ring

**A2000** Pro Race Hy-Tuf 40 spline gun-drilled axles, any length up to 30", choice of bolt circle, with five 1" round lightening holes in flange, tapped for 1/2" or 5/8" screw-in studs- pair..... \$554

**A2100** Pro Race Hy-Tuf 40-spline solid axles, any length up to 35", choice of bolt circle, with five 1" round lightening holes in flange, tapped for 1/2" or 5/8" screw-in studs- pair..... \$469

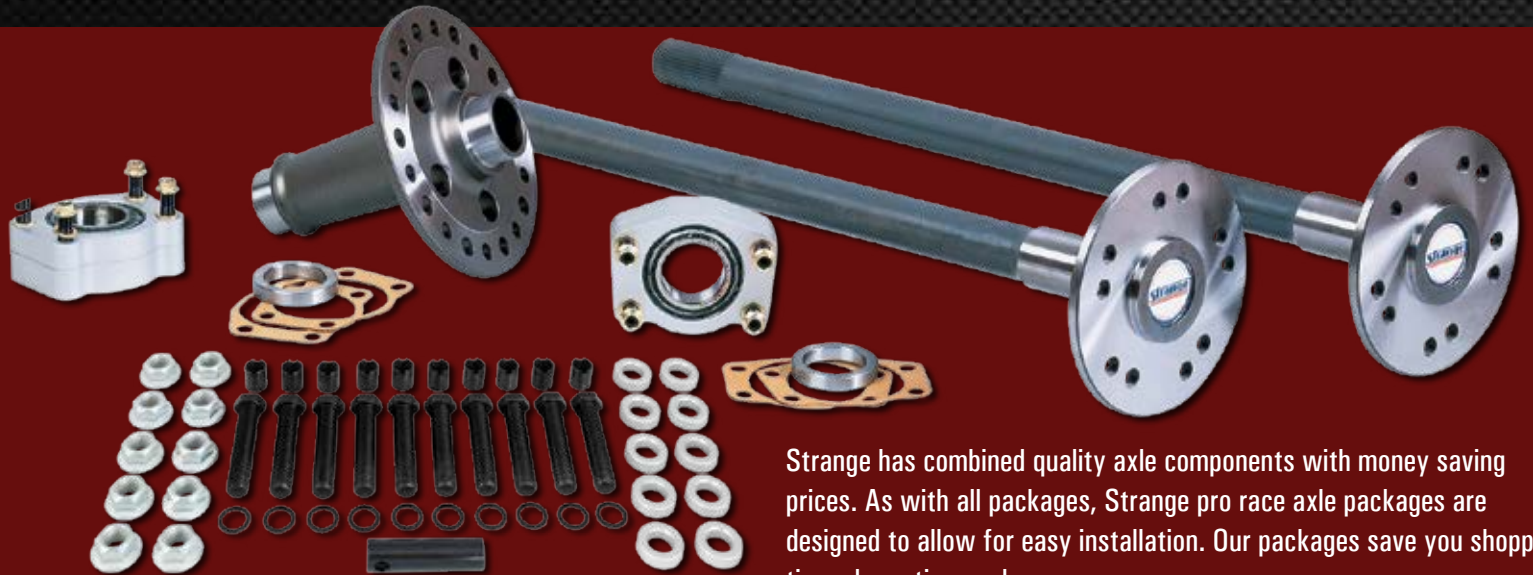
**A1006** Ultra Lite flange - Pocket mill axle flange for solid or gun-drilled axles... \$75

Gun-drilled axles with A1006 option are further lightened underneath the Strange logo Removing an additional 1.50 lbs. compared to five 1" holes

The axle bearing shoulder, where the bearing rests against the axle, encounters a tremendous amount of stress. The load, compared to OEM axles, is compounded by the use of slicks, larger diameter tires, aggressive launches, and tire shake. This area can be strengthened by increasing the diameter of the bearing surface and minimizing the distance from the axle bearing shoulder to the outside of the axle flange.

When we developed our 40 spline axle, the bearing surface OD was made to a giant 1.7735". By using a special stainless steel ring, we were able to accomplish three important goals. Increase the radius of the axle bearing shoulder, drastically reducing stress concentrations, minimized the distance from the bearing shoulder to the outside of the axle flange, and set axle offset to match the brake kit.

# PRO RACE AXLE PACKAGES



Strange has combined quality axle components with money saving prices. As with all packages, Strange pro race axle packages are designed to allow for easy installation. Our packages save you shopping time, down time and money.

## Strange Mustang 8.8" Drag Race Axle Package with C-Clip Eliminator Kit

**P1011F86** Ford 31, Strange 33 or 35 spline Pro Race Hy-Tuf axles, 1986-1993 Mustang 8.8" c-clip eliminator kit for OEM drum brakes, and 2" or 3" (1/2"-20) stud kit..... \$520

**P1011F8658** With upgrade to A1027 5/8" stud kit... \$574

*86-93 Mustang Applications Can Only Be Use With Aftermarket Disc Brakes Kits Designed For C-Clip Eliminator Kits*

P1011F86 Pictured





P1007 Pictured

### Strange Mustang 8.8" Drag Race Axle Package with C-Clip Eliminator Kit- *Continued*

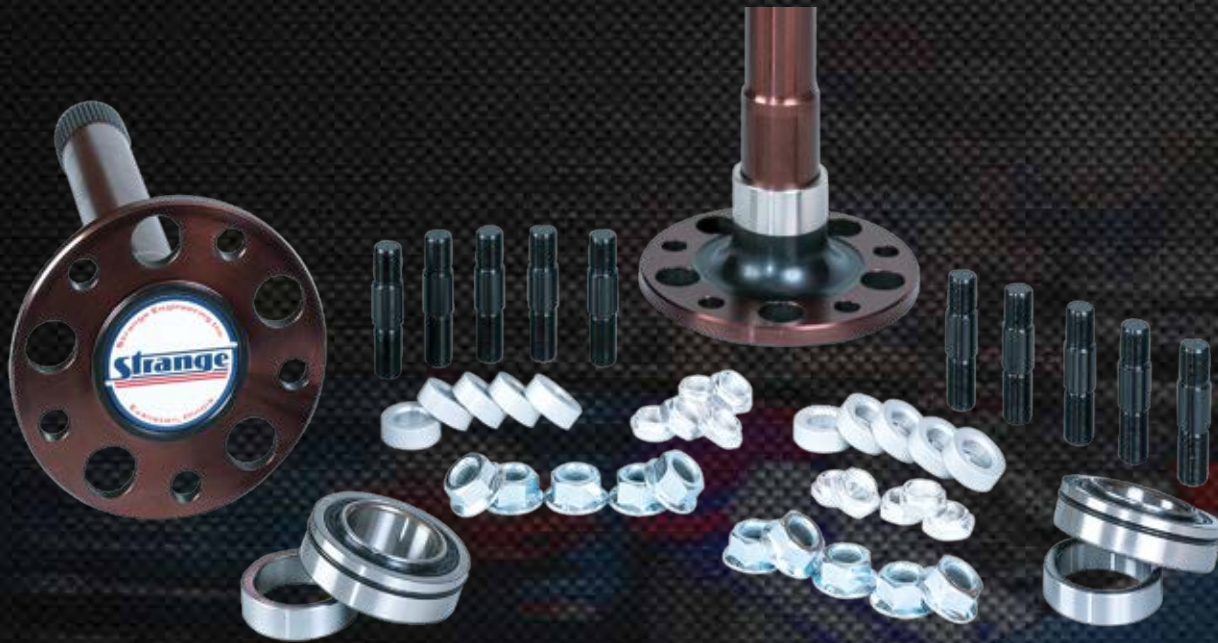
- P1011F94** Ford 31, Strange 33 or 35 spline Pro Race Hy-Tuf axles, c-clip eliminator kit, and 2" or 3" (1/2-20) stud kit  
1994-2004 Mustang 8.8" applications for OEM disc brakes - Specify GT or Cobra brakes... \$641
- P1011F9458** P1011F94 with upgrade to A1027 5/8" stud kit... \$695
- OPAX01** Optional Strange ABS reluctor rings- pair... \$89
- P1011F05** Ford 31, Strange 33 or 35 spline Pro Race Hy-Tuf axles, c-clip eliminator kit, and 2" or 3" (1/2-20) stud kit  
2005-2014 Mustang 8.8" applications for OEM GT or GT500 disc brakes... \$749
- P1011F0558** P1011F05 with upgrade to A1027 5/8" stud kit... \$803
- OPAX05** Optional OEM ABS reluctor rings- pair..... \$77

*2005-2014 kits include billet aluminum caliper mounts - Eliminating modifications that compromise integrity of the OEM mount  
5/8" stud kit option limited to A1027 for all axle packages with eliminator kits, due to clearance requirements*

### Strange 28 to 35 spline Pro Race Axle Packages

- P1007** Pro Race Hy-Tuf axles any length, splined up to 35, choice of bolt circle, axle bearings, and 2" or 3" (1/2-20) stud kit..... \$470
- P100758** P1007 with upgrade to 5/8" stud kit... \$524
- P1008** Pro Race Hy-Tuf axles any length, splined up to 35, choice of bolt circle, axle bearings, retainer plates, and 2" or 3" (1/2-20) stud kit..... \$480
- P100858** P1008 with upgrade to 5/8" stud kit... \$534
- P1013** Pro Race Hy-Tuf 35 spline gun-drilled axles, any length up to 20", five round lightening holes, choice of bolt circle, axle bearings, and 5/8" stud kit... \$637
- A1006** Ultra Lite flange - Pocket mill axle flange for solid or gun-drilled axles- pair.... \$75

# 40 SPLINE PRO RACE AXLE PACKAGES



## 40 spline Pro Race Axle Packages

- P1014** Lightweight Pro Race Hy-Tuf 40 spline gun-drilled axles with .875" bore, any length up to 30", choice of bolt circle five 1" round lightening holes in flange, A1019 axle bearings, and 5/8" stud kit... \$663
- P1015** With upgrade to A1024 3.350" OD axle bearings... \$810
- P1016** Pro Race Hy-Tuf 40 spline solid axles - any length up to 35", choice of bolt circle five 1" round lightening holes in flange, A1019 axle bearings, and 5/8" stud kit... \$582
- P1017** With upgrade to A1024 3.350" OD axle bearings... \$728

# Race Strange



# PRO RACE AXLE & SPOOL PACKAGES

## Strange Mustang 8.8" Pro Race Axle & Spool Package with C-Clip Eliminator Kit

- P2000FM86** Pro Race Hy-Tuf 31 or 33-spline axles, c-clip eliminator kit, 2" or 3" (1/2-20) stud kit, and Lightweight Pro spool 1986-1993 Mustang 8.8" using OEM drum brakes \*... \$615
- P2000FM8658** P2000FM86 with upgrade to A1027 5/8" stud kit... \$669
- OPRA01** Upgrade to 35 spline axles and spool... \$50

*\* Aftermarket Disc Brakes Kits Can Be Used If Designed For C-Clip Eliminator Kits  
All 5/8" upgrades above are limited to A1027 stud kit due to clearances necessary for eliminator kits*



P200FM94 Pictured

- P2000FM94** Pro Race Hy-Tuf 31 or 33-spline axles, c-clip eliminator kit, 2" or 3" (1/2-20) stud kit, and Lightweight Pro spool 1994-2004 Mustang 8.8" using OEM disc brakes (specify GT or Cobra brakes)... \$696
- P2000FM9458** P2000FM94 with upgrade to A1027 5/8" stud kit... \$750
- OPRA01** Upgrade to 35 spline axles and spool... \$50
- OPAX01** Optional Strange ABS reluctor rings for 1994-2004 Mustang- pair... \$89



- P2000FM05** Pro Race Hy-Tuf 31 or 33-spline axles, c-clip eliminator kit, 2" or 3" (1/2-20) stud kit, and Lightweight Pro spool 2005-2014 Mustang 8.8" using OEM GT or GT500 disc brakes... \$805
- P2000FM0558** P2000FM05 with upgrade to A1027 5/8" stud kit... \$859
- OPRA01** Upgrade to 35 spline axles and spool... \$50
- OPAX05** Optional OEM ABS reluctor rings for 2005-2014 Mustang- pair... \$77

*05-14 kits include billet aluminum caliper mounts - Eliminating modifications that compromise integrity of the OEM mount  
5/8" stud kit option limited to A1027 due to clearance requirements for eliminator kits*

# PRO RACE AXLE & SPOOL PACKAGES & AXLE ACCESSORIES



## Strange Pro Race Hy-Tuf Axle and Lightweight Steel Spool Packages

Easily configured to a wide  
range of applications  
Custom designed for your  
vehicle at  
Money saving prices!



P2007 pictured

**P2005** Pro Race Hy-Tuf axles any length, 33 or 35 spline, choice of bolt circle, axle bearings, 2" or 3" (1/2-20) stud kit, retaining plates, and Lightweight Pro steel spool... \$629

**P200558** P2005 with upgrade to 5/8" stud kit... \$683

**P2007** Pro Race Hy-Tuf axles any length, 33 or 35 spline, choice of bolt circle, axle bearings, 2" or 3" (1/2-20) stud kit, and Lightweight Pro steel spool... \$609

**P200758** P2007 with upgrade to 5/8" stud kit... \$663

**P2015** Lightweight Pro Race Hy-Tuf 40 spline gun-drilled axles with .875" bore, any length up to 30" choice of bolt circle, five 1" round lightening holes in axle flange, A1019 axle bearings, 5/8" stud kit and Lightweight Pro steel spool... \$890

**P2016** P2015 with upgrade to A1024 3.350" O.D. axle bearings... \$1,010

**P2017** Pro Race Hy-Tuf 40 spline solid axles - any length up to 35" choice of bolt circle, five 1" round lightening holes in axle flange, A1019 axle bearings, 5/8" stud kit and Lightweight Pro Steel spool... \$800

**P2018** P2017 with upgrade to A1024 3.350" OD axle bearings... \$920

P2017 pictured

Optional Ultra Light Flange  
Available for all Strange Axle Packages  
**A1006** Add \$75







## Strange Stud Kits

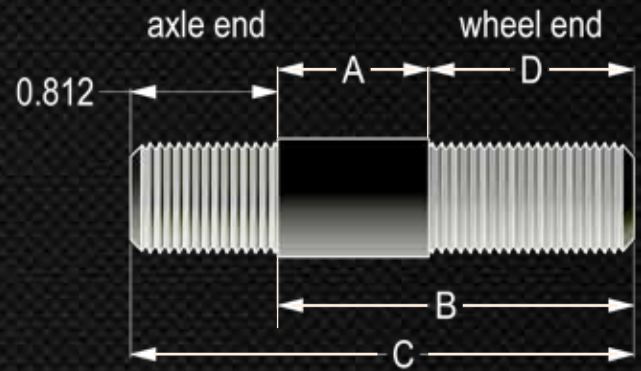
Strange offers the choice of two types of 5/8" stud kits.

Our traditional A1027 stud kit features premium bolts & adjustable .875" long sleeves. This the lightest stud kit.

In addition, we offer five lengths of chrome-moly stud kits. Ensure dimension "A" is able to fully engage into your wheel. This needs to be slightly greater than the combined thickness of the disc brake hat or drum and the thickness of the wheel.

Every 5/8" stud kit includes aluminum anti-marring washers that protect the wheel from the nut. Anti-marring washers are offered in .250", .4375" and .688" widths. The .4375" washer is our standard washer thickness. You can choose to substitute with the .250" by adding "S" at the end of the part number, or "L" for the .688" washers.

Strange 1/2" stud kits are offered in 2" and 3" lengths. The stud length refers to the threaded portion of the stud. To determine the usable thread that will protrude from the axle flange, subtract the thickness of the axle flange and an additional .0625" for the washer. 1/2" stud kits are designed for 1/2"-20 lug nuts - Not included in kits.



## Strange 1/2" Stud Kits

**A1025** 2" screw-in stud kit for Strange axles (1/2"-20)  
Grade 8 bolts and washers- 10 of each..... \$21

**A1026** 3" screw-in stud kit for Strange axles (1/2"-20)  
Grade 8 bolts and washers- 10 of each..... \$21



## Traditional 5/8" Stud Kits

**A1027** 3" screw-in stud kit for Strange axles (5/8"-18)  
Grade 8 bolts with .875" adjustable sleeves,  
lug nuts, .4375" aluminum washers, and wrench... \$90



## Strange Chrome-Moly 5/8" Stud Kits

- A1036** Strange chrome-moly 5/8" stud kit  
Lug nuts, .250" aluminum washers, and locking nuts  
A = .775", B = 1.550", C = 2.362", D = .775"
- A1037** Strange chrome-moly 5/8" stud kit  
Lug nuts, .4375" aluminum washers, and locking nuts  
A = .875", B = 2.063", C = 2.875", D = 1.188"
- A1037MD** Strange chrome-moly 5/8" stud kit  
Lug nuts, .4375" aluminum washers, and locking nuts  
A = .875", B = 1.760", C = 2.572", D = .885"
- A1038** Strange chrome-moly 5/8" stud kit  
Lug nuts, .4375" aluminum washers, and locking nuts  
A = 1.187", B = 2.375", C = 3.187", D = 1.188"
- A1039** Strange chrome-moly 5/8" stud kit  
Lug nuts, .4375" aluminum washers, and locking nuts  
A = 1.500", B = 2.688", C = 3.500", D = 1.188"
- A1041** Strange chrome-moly 5/8" stud kit  
Lug nuts, .4375" aluminum washers, and locking nuts  
A = 1.875", B = 3.125", C = 4.00", D = 1.250"

**ALL STRANGE CHROME-MOLY 5/8" STUD KITS - \$90**

**5/8" stud kits contain .4375" washers unless otherwise noted - Add "S" to end of part number for .250" or "L" for .688"**



# AXLE ACCESSORIES

**C-Clip Eliminator kits** were originated by Strange Engineering and are required by drag racing rules for good reason. C-Clip type axles are retained by a clip above the spline portion of the axle. When the stock axle or differential breaks, the entire axle and wheel assembly can slide completely out of the housing. The Strange kit eliminates the dangers of wheel loss. The bearings are press fit onto the axles and enclosed by aluminum halves. These halves bolt to the stock axle housing ends, securely retaining the axle.

**Drag Race Only kits** are supplied with low friction ball bearings. They reduce rotational loss, but are not acceptable for any other use.

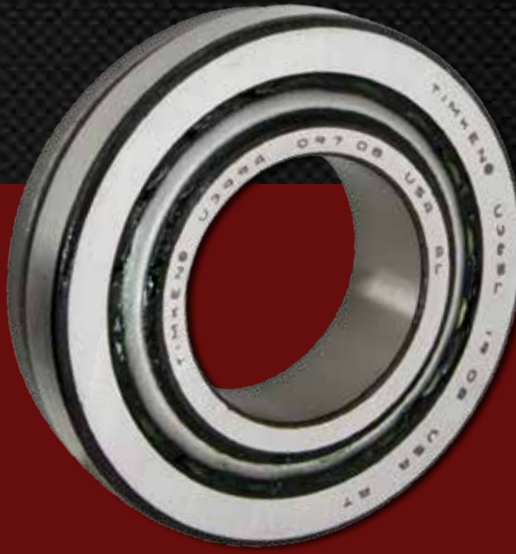
**Street, Street/Strip, and Oval Track kits** utilize tapered axle bearings. These kits are ideal for many applications requiring extended use.

## Strange 8.8" Mustang C-Clip Eliminator Kits

- A1090** Street / Strip c-clip eliminator kit for Strange axles @ 1.563"  
1986-1993 Mustang 8.8" using OEM drum brakes \* ..... \$159
- A1092** Drag Race Only c-clip eliminator kit for OEM c-clip axles  
1986-1993 Mustang 8.8" using OEM drum brakes \* ..... \$159
- A1093** Street / Strip c-clip eliminator kit for OEM c-clip axles  
1986-1993 Mustang 8.8" using OEM drum brakes \* ..... \$169
- A1094** Street / Strip c-clip eliminator kit for Strange axles @ 1.563"  
Includes billet aluminum caliper mounts for GT brakes  
1994-2004 Mustang 8.8" using OEM GT disc brakes..... \$230
- A1095** Street / Strip c-clip eliminator kit for Strange axles @ 1.563"  
Includes billet aluminum caliper mounts for Cobra brakes  
1994-2004 Mustang 8.8" using OEM Cobra disc brakes..... \$230
- A1096** Street / Strip c-clip eliminator kit for OEM c-clip axles  
Includes billet aluminum caliper mounts for GT brakes  
1994-2004 Mustang 8.8" using OEM GT disc brakes..... \$230
- A1097** Street / Strip c-clip eliminator kit for OEM c-clip axles  
Includes billet aluminum caliper mounts for Cobra brakes  
1994-2004 Mustang 8.8" using OEM Cobra disc brakes..... \$230
- A1098** Street / Strip c-clip eliminator kit for OEM c-clip axles  
Includes billet aluminum caliper mounts for stock brakes  
2005-2014 Mustang 8.8" using OEM stock disc brakes..... \$329
- A1099** Street / Strip c-clip eliminator kit for Strange custom Hy-Tuf axles  
Includes billet aluminum caliper mounts for stock brakes  
2005-2014 Mustang 8.8" using OEM stock disc brakes..... \$329
- A1099ST** Street / Strip c-clip eliminator kit for Strange custom Alloy axles  
Includes billet aluminum caliper mounts for stock brakes  
2005-2014 Mustang 8.8" using OEM stock disc brakes..... \$329



\* 1986-1993 Mustang applications can use aftermarket disc brake kits designed specifically for c-clip eliminator kits



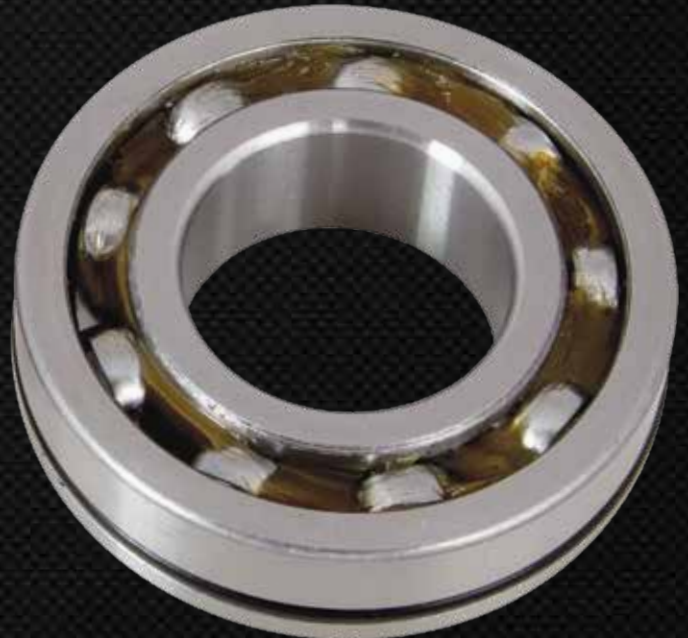
A1013 pictured

### Axle Bearings

- A1013 Timken tapered axle bearing, locking ring & outboard seal  
1.562" bore for 3.150 ID housing end- each... \$35
- A1019 Ball style axle bearing and locking ring  
1.772" bore for 3.150" ID housing end- each... \$35
- A1020 Ball style axle bearing and locking ring  
1.531" bore for 3.150" ID housing end- each... \$35
- A1021 Ball style axle bearing and locking ring  
1.562" bore for 3.150" ID housing end- each... \$35
- A1023 Small Ford axle bearing, locking ring, and retainer plate  
1.562" bore for 2.835" ID housing end- each... \$40

### Retainer Plates

- A1016 Early Big Ford retainer plate  
with 1/2" bolt holes- each..... \$13
- A1018 Late big Ford retainer plate  
with 3/8" bolt holes- each..... \$13
- A1023B Small Ford retainer plate- each... \$13
- H1138B Ford 8.8" retainer plate  
for H1138 ends- each..... \$13



# GEAR SETS & INSTALLATION KITS

## US STRANGE, MOTIVE GEAR PERFORMANCE, & RICHMOND

**8620 Pro Street / Standard Gear Sets:** The combination of 8620 steel and precise heat treatment result in a gear set with the strength and hardness necessary for excellent life in circle track, street and some Drag Racing applications.

**9310 Drag Race / Pro Gear Sets:** For Drag Racing ONLY! High nickel 9310 steel gear sets are softer by design to absorb the high impact shock loads that occur in many Drag Racing classes.



**Gear Set Break-in:** Pro Street / Standard gear sets must be broken-in properly to ensure maximum life and quiet operation. During this process, the gear set is heat cycled and lapped. A new ring and pinion will generate a lot of heat due to friction. If temperatures get too high, they will alter the surface hardness of the material leading to early failure.

**Lubrication:** The differential will best determine the proper gear lube. Always follow the recommendations of the differential manufacturer. In general, clutch style posi units or cone type systems require a quality petroleum based gear lube along with a bottle of friction modifier. For helical gear units, use the petroleum based fluid only. Always check before using any synthetic fluids as irreversible damage may occur. If using a spool, the choice is yours between petroleum and synthetic.



**Ring Gear Lightening Service:** Ring gear lightening is offered for all gear sets that can benefit from the process. The ring gear is machined to reduce rotating weight. Weight reduction ranges from .75 lbs. to 2.75 lbs. depending on ratio and the rear end it fits. Each ring gear is machined with a generous radius and the weight reduction will not reduce gear life for the vast majority of applications.

D3596	Lighten purchased new ring gear.....	\$75
D3597	Lighten customer supplied new ring gear.....	\$100



## Gear Ratio Calculation

$$\text{Revolutions Per Minute} = \frac{336 \times \text{Gear Ratio} \times \text{MPH}}{\text{Tire Diameter}}$$

$$\text{Miles Per Hour} = \frac{\text{Tire Diameter} \times \text{RPM}}{336 \times \text{Gear Ratio}}$$

$$\text{Gear Ratio} = \frac{\text{Tire Diameter} \times \text{RPM}}{336 \times \text{MPH}}$$

$$\text{Tire Diameter} = \frac{336 \times \text{Gear Ratio} \times \text{MPH}}{\text{RPM}}$$

## Approximate 1/4 Mile ET to MPH (without power adders or throttle stop)

13.00 - 100 mph  
12.50 - 105 mph

12.00 - 108 mph  
11.50 - 116 mph

11.00 - 121 mph  
10.50 - 127 mph

10.00 - 132 mph  
9.50 - 139 mph

9.00 - 147 mph  
8.50 - 158 mph

8.00 - 165 mph  
7.50 - 176 mph

**Strange Master Installation Kits:** When investing in the new gear set and/or carrier, it is important to use new bearings, seals, ring gear bolts, and other essential installation components. New installation components will reduce the chance of gear set and component failure.

Strange Engineering offers master installation kits for most gear set applications. Master installation kits feature Timken bearings and races, ring gear bolts, shims, seal, pinion nut, gasket or sealer, brush, marking compound, and crush collar if required.



**Strange Basic Installation Kits:** Basic kits include ring gear bolts, shims, seal, pinion nut, gasket or sealer, brush, marking compound, and crush collar if required. Bearings and races are not included.

**MicroBlue:** This two step process greatly reduces friction between the ring and pinion. The REM stage removes the rough OEM machining marks. Afterwards, it receives the MicroBlue coating which improves the wetting characteristics of the differential fluid. This makes the gear set "slipperier" in gear oil. Less heat and friction add up to more available horsepower and longer gear life. This process is also available for bearings and races in installation kits.

D3598G	MicroBlue Gear Set.....	\$220
D3598B	Pinion & side (bearing/races).....	\$71
D3598BT	Pinion & side (bearings/races), and tail bearing.....	\$88



# GEAR SETS & INSTALLATION KITS

## US STRANGE, MOTIVE GEAR PERFORMANCE, & RICHMOND

### 9" Ford Pro Street / Standard Gear Sets - 28 Spline Pinion

RS07890300	Motive	3.00 ratio.....	\$186
RS07890300US	US Strange	3.00 ratio.....	\$169
RS07890325	Motive	3.25 ratio.....	\$186
RS07890325US	US Strange	3.25 ratio.....	\$186
RS07890350	Motive	3.50 ratio.....	\$186
RS07890350US	US Strange	3.50 ratio.....	\$169
RS07890370	Motive	3.70 ratio.....	\$186
RS07890370US	US Strange	3.70 ratio.....	\$186
RS07890389	Motive	3.89 ratio.....	\$186
RS07890389US	US Strange	3.89 ratio.....	\$186
RS07890400US	US Strange	4.00 ratio.....	\$180
RS07890411	Motive	4.11 ratio.....	\$186
RS07890411US	US Strange	4.11 ratio.....	\$186
RS07890430	Motive	4.30 ratio.....	\$186
RS07890430US	US Strange	4.30 ratio.....	\$186
RS07890457	Motive	4.57 ratio.....	\$186
RS07890457US	US Strange	4.57 ratio.....	\$186
RS07890471	Motive	4.71 ratio.....	\$186
RS07890478US	US Strange	4.78 ratio.....	\$186

RS07890486	Motive	4.86 ratio.....	\$186
RS07890486US	US Strange	4.86 ratio.....	\$186
RS07890500	Motive	5.00 ratio.....	\$186
RS07890500US	US Strange	5.00 ratio.....	\$186
RS07890514	Motive	5.14 ratio.....	\$186
RS07890514US	US Strange	5.14 ratio.....	\$186
RS07890529	Motive	5.29 ratio.....	\$186
RS07890529US	US Strange	5.29 ratio.....	\$186
RS07890543	Motive	5.43 ratio.....	\$186
RS07890543US	US Strange	5.43 ratio.....	\$186
RS07890567	Motive	5.67 ratio.....	\$186
RS07890567US	US Strange	5.67 ratio.....	\$186
RS07890583	Motive	5.83 ratio.....	\$186
RS07890583US	US Strange	5.83 ratio.....	\$186
RS07890600	Motive	6.00 ratio.....	\$186
RS07890620	Motive	6.20 ratio.....	\$186
RS07890633	Motive	6.33 ratio.....	\$186
RS07890650	Motive	6.50 ratio.....	\$186

### 9" Ford Drag Race / Pro Gear Sets

RPF90340	Richmond	3.40 ratio *	\$365
RP07990340US	US Strange	3.40 ratio *	\$365
RPF90350	Richmond	3.50 ratio *	\$365
RP07990350US	US Strange	3.50 ratio *	\$365
RPF90360	Richmond	3.60 ratio *	\$365
RP07990360US	US Strange	3.60 ratio *	\$365
RP07990370	Motive	3.70 ratio *	\$365
RP07990370US	US Strange	3.70 ratio *	\$365
RP07990389	Motive	3.89 ratio *	\$365
RP07990389US	US Strange	3.89 ratio *	\$365
RPF90389	Richmond	3.89 ratio *	\$425
RP07990411	Motive	4.11 ratio *	\$345
RP07990411US	US Strange	4.11 ratio *	\$320
RPF90411	Richmond	4.11 ratio *	\$405
RP07990429	Motive	4.29 ratio *	\$345
RP07990429S	Motive	4.29 ratio.....	\$365
RP07990429US	US Strange	4.29 ratio *	\$365
RPF90429	Richmond	4.29 ratio *	\$405
RP07990457	Motive	4.57 ratio *	\$345
RP07990457S	Motive	4.57 ratio.....	\$365
RP07990457US	US Strange	4.57 ratio *	\$365
RPF90457	Richmond	4.57 ratio *	\$405
RP07990471US	US Strange	4.71 ratio *	\$325
RPF90471	Richmond	4.71 ratio *	\$390
RP07990486	Motive	4.86 ratio *	\$345
RP07990486S	Motive	4.86 ratio.....	\$290
RP07990486US	US Strange	4.86 ratio *	\$325

RPF90486	Richmond	4.86 ratio *	\$360
RP07990500	Motive	5.00 ratio.....	\$290
RP07990500US	US Strange	5.00 ratio.....	\$300
RP07990514	Motive	5.14 ratio.....	\$325
RP07990514US	US Strange	5.14 ratio.....	\$300
RP07990529	Motive	5.29 ratio.....	\$305
RP07990529US	US Strange	5.29 ratio.....	\$290
RPF90529	Richmond	5.29 ratio.....	\$390
RP07990543	Motive	5.43 ratio.....	\$309
RP07990543US	US Strange	5.43 ratio.....	\$290
RPF90543	Richmond	5.43 ratio.....	\$375
RP07990567	Motive	5.67 ratio.....	\$309
RP07990567US	US Strange	5.67 ratio.....	\$290
RP07990583	Motive	5.83 ratio.....	\$290
RP07990583US	US Strange	5.83 ratio.....	\$290
RPF90583	Richmond	5.83 ratio.....	\$375
RP07990600	Motive	6.00 ratio.....	\$290
RP07990600US	US Strange	6.00 ratio.....	\$290
RP07990620	Motive	6.20 ratio.....	\$290
RP07990620US	US Strange	6.20 ratio.....	\$290
RP07990633US	US Strange	6.33 ratio.....	\$290
RP07990650	Motive	6.50 ratio.....	\$290
RP07990650US	US Strange	6.50 ratio.....	\$280

\* 35 spline pinion shaft- Suitable pinion support and yoke required



## 9 1/2" Drag Race / Pro Gear Sets - 35 Spline Pinion

RP07995325	US Strange	3.25 ratio.....	\$550
RP07995340	US Strange	3.40 ratio.....	\$550
RP07995350	US Strange	3.50 ratio.....	\$550
RP07995360	US Strange	3.60 ratio.....	\$550
RP07995370	US Strange	3.70 ratio.....	\$550
RP07995389	US Strange	3.89 ratio.....	\$550
RP07995389MOT	Motive	3.89 ratio.....	\$550
RP07995411	US Strange	4.11 ratio.....	\$550
RP07995411MOT	Motive	4.11 ratio.....	\$550
RPF95411	Richmond	4.11 ratio.....	\$560
RP07995429	US Strange	4.29 ratio.....	\$550
RP07995429MOT	Motive	4.29 ratio.....	\$550
RPF95429	Richmond	4.29 ratio.....	\$560
RP07995457	US Strange	4.57 ratio.....	\$550
RP07995457MOT	Motive	4.57 ratio.....	\$550
RPF95457	Richmond	4.57 ratio.....	\$550
RP07995486	US Strange	4.86 ratio.....	\$550
RP07995500	US Strange	5.00 ratio.....	\$550
RP07995514	US Strange	5.14 ratio.....	\$550

All 9 1/2" gear sets require suitable case, pinion support, & yoke  
Ensure housing was designed with proper clearance to use these gears

## 10" Drag Race / Pro Gear Sets - 35 Spline Pinion

RP07910389	US Strange	3.89 ratio.....	\$995
RP07910411	US Strange	4.11 ratio.....	\$995
RP07910411MOT	Motive	4.11 ratio.....	\$995
RP07910429	US Strange	4.29 ratio.....	\$995
RP07910429MOT	Motive	4.29 ratio.....	\$995
RP07910457MOT	Motive	4.57 ratio.....	\$995
RP07910471	US Strange	4.71 ratio.....	\$995
RP07910471MOT	Motive	4.71 ratio.....	\$995
RP07910500MOT	Motive	5.00 ratio.....	\$995
RP07910514MOT	Motive	5.14 ratio.....	\$995
RP07910543	US Strange	5.43 ratio.....	\$995
RP07910543MOT	Motive	5.43 ratio.....	\$995
RP07910583	US Strange	5.83 ratio.....	\$995
RP07910620	US Strange	6.20 ratio.....	\$995

All 10" gear sets require suitable case, pinion support, & yoke  
Ensure housing was designed with proper clearance to use these gears

## Master Installation Kits

R5237	Using Strange N1922 or N2322 pinion support and 28 spline pinion *	\$130
R5237WR	Using Strange N1922 or N2322 pinion support and 28 spline pinion.....	\$149
R5238	Using Strange N1922 or N2322 pinion support and 35 spline pinion *	\$133
R5238WR	Using Strange N1922 or N2322 pinion support and 35 spline pinion.....	\$155
R5236	Using Strange N1917 or Ford Daytona pinion support *	\$100
R5236WR	Using Strange N1917 or Ford Daytona pinion support.....	\$120
R5235	Using Stock Ford (non-Daytona) pinion support *	\$125
R5235WR	Using Stock Ford (non-Daytona) pinion support.....	\$135

\* Pinion races not included  
Center section gasket not included in above kits- Available separately

## Basic Installation Kits

R5240	Basic installation kit for posi units.....	\$37
R5242	Basic installation kit for open carriers.....	\$37

Basic kits include center section gasket

## Ultra Case Gear Change Kits

R5237UC	Using tapered bearing pinion support and 28 spline pinion *	\$185
R5237UCR	Using tapered bearing pinion support and 28 spline pinion.....	\$220
R5237UCB	Using ball bearing pinion support and 28 spline pinion *	\$275
R5237UCBR	Using ball bearing pinion support and 28 spline pinion.....	\$287
R5238UC	Using tapered bearing pinion support and 35 spline pinion *	\$225
R5238UCR	Using tapered bearing pinion support and 35 spline pinion.....	\$260
R5238UCB	Using ball bearing pinion support and 35 spline pinion *	\$340
R5238UCBR	Using ball bearing pinion support and 35 spline pinion.....	\$350

\* Pinion races not included  
Center section gasket not included in above kits- Available separately



# GEAR SETS & INSTALLATION KITS

US STRANGE, MOTIVE GEAR PERFORMANCE, & RICHMOND

## 9" Ford Installation Components

H1112G	Center section gasket.....	\$6
H1111	Fel Pro high performance gasket.....	\$15
H1111S	Lube Locker center section gasket.....	\$20
D1586	Side bearings & races for 2.891" case.....	\$40
D1588	Side bearings & races for 3.062" case.....	\$40
D1590	Side bearings & races for 3.250" case.....	\$40
D1592	Side bearings & races for 3.812" case.....	\$47
N1923	Pinion bearing kit for N1922 & N2322 (28 spline pinion)...	\$60
N1924	Pinion bearing kit for N1922 & N2322 (35 spline pinion)...	\$60
N1916	Pinion bearing kit for N1917, N1915, & N1914.....	\$42
N1916PS	Pinion bearing kit for stock Ford support (non-Daytona)....	\$54
N2323S	Pinion bearing kit for N1920 & N2323 (28 spline pinion)...	\$175
N2323L	Pinion bearing kit for N1921 & N2323 (35 spline pinion)...	\$185

Pinion bearing kits contain front and rear bearing, two piece preload assembly, seal, and any required adapters/spacers (races not included)

N1960	Pinion seal for 28 spline pinion.....	\$10
N1960L	Low drag pinion seal for 28 spline pinion.....	\$11
N1961	Pinion seal for 35 spline pinion.....	\$9
N1961L	Low drag pinion seal for 35 spline pinion.....	\$11
N1922A	Pinion nut for 28 spline pinion.....	\$7
N1922B	Pinion nut for 35 spline pinion.....	\$7
N1930	Front pinion bearing for N1923 & Ultra case..... (28 spline pinion)	\$16
N1936	Front pinion bearing for N1924.....	\$15
N1925H	Front pinion bearing for N1916.....	\$13
N1931	Front pinion race for N1922 & Ultra case..... (28 spline pinion)	\$13
N1914C	Front pinion race for N1917, N1915, & N1914.....	\$9
N1938	Rear pinion bearing for N1923 & N1924.....	\$26
N1925J	Rear pinion bearing for N1917, N1915, & N1914.....	\$20
N2001F	Rear pinion bearing for Ultra case.....	\$50
N1920B	Rear pinion bearing for 28 spline ball bearing supports.....	\$110
N1920BM	Rear pinion bearing for 35 spline ball bearing supports.....	\$150
N1939	Rear pinion race for N1922.....	\$15
N1914B	Rear pinion race for N1917, N1915, & N1914.....	\$13

N2001E	Rear pinion race for Ultra case.....	\$24
N1926A	Pinion bearing adapter sleeve from N1923.....	\$13
N1926D	Torrington washer from N1923.....	\$8
N1920G	Pinion bearing adapter sleeve from N2323S.....	\$20
N1920D	.220" thick ball bearing spacer (35 spline pinion).....	\$11
N1919	Two piece preload assembly from N1921, N1923 & N1924.....	\$20
N1920HK	Two piece preload assembly from N1920.....	\$24
N1925	Two piece preload assembly from N1916.....	\$20
N1924A	Solid preload spacer from N1924.....	\$15
N1920F	Solid preload spacer to replace N1920HK.....	\$15
N2001C	Solid preload spacer for Ultra case using tapered bearings.....	\$19
N1940	Tail bearing.....	\$19
N1941	Tail bearing retainer.....	\$3
N1943	Tail bearing for HD Pro & Ultra case.....	\$33
N1943R	T/B retainer plate w/screws for HD Pro & Ultra case.....	\$12
N1962	Pinion depth shim kit.....	\$15
N1962UC	Pinion depth shim kit for Ultra case.....	\$45
N1958A	Pinion support o-ring.....	\$3
N1950B	Pinion support o-ring for Ultra case.....	\$3
N1965	Ring gear bolt kit (7/16"-20 x .875").....	\$9
N1967	Ring gear bolt kit (7/16"-20 x 1.00").....	\$9
N1968	Ring gear bolt kit (7/16"-20 x 1.250").....	\$9
N1964	Ring gear bolt kit (1/2"-20 x .875").....	\$9
N1973	ARP bolt kit (7/16" for D1565 & D2004 spools).....	\$55
N1975	ARP bolt kit (7/16" for Strange steel spools).....	\$25
N1976	ARP bolt kit (1/2" for Strange steel spools).....	\$42
N1910	Load bolt assembly for Ultra case.....	\$39
N1950HK	Pinion support spacer kit for Ultra case using 10" gear.....	\$61







## 8.8" Ford Pro Street / Standard Gear Sets & Installation Kits

- 10 bolt cover
- Ring gear = 8.8"
- Pinion shaft = 1.625"
- Pinion spline = 30
- 7/16"-20 RH bolt holes

Mustang V8 86-pres  
Bronco 83-96  
Explorer 90-present  
Ranger 4.0L 90-present

F150 83-present  
F250 83-90  
E150 87-present  
E250 83-87

Thunderbird 87-96  
Cougar 88-96  
Mercury (full size) 82-present  
Ford (full size) 86-present

RS07888327	Motive	3.27 ratio.....	\$180
RS07888327US	US Strange	3.27 ratio.....	\$180
RS07888331	Motive	3.31 ratio.....	\$180
RS07888355	Motive	3.55 ratio.....	\$170
RS07888355US	US Strange	3.55 ratio.....	\$170
RS07888373	Motive	3.73 ratio.....	\$170
RS07888373US	US Strange	3.73 ratio.....	\$170
RSF888390	Motive	3.90 ratio.....	\$185
RSF888390US	US Strange	3.90 ratio.....	\$185
RS07888410	Motive	4.10 ratio.....	\$170
RS07888410US	US Strange	4.10 ratio.....	\$170
RS07888430	Motive	4.30 ratio.....	\$180

RS07888430US	US Strange	4.30 ratio.....	\$196
RS07888456	Motive	4.56 ratio.....	\$180
RS07888456US	US Strange	4.56 ratio.....	\$196
RS07888471US	US Strange	4.71 ratio.....	\$210
RS07888488	Motive	4.88 ratio *	\$190
RS07888488US	US Strange	4.88 ratio *	\$205
RS07888514	Motive	5.14 ratio *	\$195
RS07888571	Motive	5.71 ratio *	\$195
RS07888614	Motive	6.14 ratio *	\$195

\* Posi units require modified cross pin

R5231	Master installation kit.....	\$94
R5230	Basic installation kit.....	\$34
D1582	Side bearings and races.....	\$40



## 8" Ford Pro Street / Standard Gear Sets & Installation Kits

- 10 bolt cover
- Ring gear = 8"
- Pinion shaft = 1.187"
- Pinion spline = 25
- 7/16"-20 RH bolt holes

Bobcat 75-80  
Comet 71-77  
Cougar 67-79  
Fairlane 64-74  
Fairmont 75-79

Falcon 64-70  
Granada 75-79  
Maverick 71-78  
Monarch 74-80  
Mustang 64-79

Pinto 71-80  
Torino 71-74  
Zephyr 78-79

RS07880300	Motive	3.00 ratio.....	\$185
RS07880300US	US Strange	3.00 ratio.....	\$185
RS07880325	Motive	3.25 ratio.....	\$185
RS07880325US	US Strange	3.25 ratio.....	\$185
RS07880340	Motive	3.40 ratio.....	\$190
RS07880355	Motive	3.55 ratio.....	\$175

RS07880355US	US Strange	3.55 ratio.....	\$185
RS07880380	Motive	3.80 ratio.....	\$175
RS07880380US	US Strange	3.80 ratio.....	\$185
RS07880411	Motive	4.11 ratio.....	\$175
RS07880411US	US Strange	4.11 ratio.....	\$185
RS07880462US	US Strange	4.62 ratio.....	\$185

R5226	Master installation kit.....	\$94
R5225	Basic installation kit.....	\$35

# DIFFERENTIALS & SPOOLS

## STRANGE, EATON, AUBURN, SPICER, US GEAR, HOOSIER, & YUKON

**Differentials:** Driving down a straight road, the differential allows both axles to turn at the same speed. During a turn, the outer wheel needs to turn faster than the inner wheel since it has to cover a longer path in the same amount of time. If not, the tire will scrub or hop around the

corner. The differential compensates for this condition, by altering the RPM relationship between the two axle shafts. There are several designs that meet this requirement, but accomplish it in different ways.

**Open Differentials:** This is the most basic unit. It uses side gears (internally splined to the axles), engaged with spider gears (shaft mounted to the case). All the gears are in constant mesh. As long as the load remains the same, the gears will remain idle and both axles will turn at the same rate. Once an axle becomes harder to rotate, like the inside tire during a turn, it causes the spider gears to walk

around the held gear and drive the other side gear faster. While it may perform adequately for some applications, it is very sensitive to any variance in loads. If weight is shifted in the vehicle it can cause this condition to occur. An open differential in a performance car is undesirable since it will speed-up the tire with the worst traction.

**Clutch Systems:** Similar in the design as the open, but have a series of friction plates between the side gear and the case. Standard Duty units have them behind one side gear, Heavy Duty have them behind both. There is a spring or springs that apply tension between the case, clutch pack(s), and the side gears. By increasing friction in this way, it

requires more load variation before the clutches release and allow the gears to start rotating and speed-up the outer wheel. The number of plates, their material, and spring pressure will alter the release point. The clutch packs can be replaced when worn-out, but their replacement cost might be prohibitive.

**Cone Systems:** The case is machined with tapered bores and the side gears have a mating cone shape on their backside. There is a spring or springs that apply pressure to the side gears causing them to wedge into the case. It also uses spider gears and a cross shaft as above. The operation is much the same as the clutch system, but utilizes

tapered cones instead of clutch packs. Standard Duty units have smaller cones than the Heavy Duty. Larger cones have more surface area resulting in more holding power and longer life. These are non-rebuild-able and must be replaced when worn out.

**Lockers:** A Locker is a mechanical unit that is sensitive to torque application. It will lock (drive both wheels) under acceleration, or unlock (allow the axles to turn at different rates) during coast or deceleration. A very strong piece, since it doesn't use any clutches or cones that can wear out, which made it a good choice for its original truck application. Since driver input mainly determines whether the

unit is locked or not, it can be very frustrating to a driver who is unfamiliar with the operation of the differential. Hard acceleration during a turn will cause the unit to lock and skid the tire. Between lock and unlock, a distinctive "clunk" can be heard. During a properly executed turn, clicking will be audible since locking teeth are allowed to jump each other inside the unit.

**Helical Gear Unit:** A helical gear differential is a mechanical unit that, unlike the Locker, offers smooth and progressive power transfer. If one tire begins to slip relative to the other tire, a separating force is created between the pinion gears and side gears. This generates internal friction which slows the spinning wheel and sends power

to the wheel with the most traction. These differentials are comparable to the strength of a Locker, but without its downsides. The Strange 9" S-Trac, due to materials and design, exceed the strength limits of the Locker while offering all the benefits of a helical gear unit.

**Spool:** A spool is one solid part that replaces all components of a differential. It will always turn both axles at the same speed with an equal amount of force. Due to the simplistic design, it is much stronger and lighter than any differential. It also allows the use of larger axles that can handle greater amounts of torque. This makes it the best choice for Drag Racing, Drifting, and other forms of

motorsports that require uninterrupted transfer of power to both wheels. Spools should never be considered for a street application. They are produced in forged steel, forged aluminum, and billet aluminum. Before purchasing an aluminum spool, contact Strange to discuss your particular application.



Spicer Clutch



Eaton Clutch



Strange Clutch



Auburn Cone



Eaton Locker



Eaton Helical Truetrack



L/W Steel Spool



## Strange 35 Spline S-Trac for Ford 9"

The Strange 9" 35 Spline S-Trac is a helical gear differential that offers smooth and progressive power transfer. Its superior design and quality make it ideal for the most abusive Street/Track applications.

The torque biasing S-Trac is purely mechanical, which eliminates the need for clutches. It provides quiet operation, while maximizing tire traction and vehicle acceleration. The forged steel case halves are heat treated and fully machined to minimize weight and provide a rigid mounting surface for the ring gear, resulting in improved gear life. Internal gear pocket geometry is designed to minimize stress risers increasing component life.

The housing encapsulates precision manufactured gears, including 9310 steel pinion gears that provide exceptional strength. All internal gears, pinion

and side gears, are vacuum heat treated to increase strength and also cold treated to extend service life while reducing wear. A dry film solid lubricant coating is applied to friction surfaces to minimize wear.

The S-Trac is recommended for full bodied street/track cars that run the 1/4 mile in the low 9 seconds or slower. For Drag Race Only vehicles, Strange Engineering strongly recommends using a spool. The seamless operation make it also ideal for Road Racing, Off-Road and Autocross. This premium unit carries a limited lifetime replacement warranty to the original purchaser.

- Torque Biased - Mechanical - Clutchless - Quiet Operation- Maximized Traction and Acceleration
- Forged Steel Case Halves are Heat Treated and Fully Machined Providing a Light, Durable, and Rigid Unit
- Internal Gear Pocket Geometry is Designed to Minimize Stress Risers for Increased Life
- Dry Film Solid Lubricant Coating Applied to Thrust Surfaces Minimizing wear
- 9310 Steel Pinion Gears for Ultimate Torque Carrying Capacity
- Aggressive Gear Helix Angle Promotes Superior Torque Bias In Situations of Unequal Traction
- All Internal Gears Made from 9310 Steel and Vacuum Heat Treated for Superior Strength
- Gears are also Cold Treated to Optimize Fatigue Life and Reduce Wear



**Lubrication:** The differential will best determine the proper gear lube. Always follow the recommendations of the differential manufacturer. In general, clutch style posi units or cone type systems require a quality petroleum based gear lube along with a bottle of friction modifier. For helical gear units,

use the petroleum based fluid only. Always check before using any synthetic fluids as irreversible damage may occur. If using a spool, the choice is yours between petroleum and synthetic.

# DIFFERENTIALS & SPOOLS

STRANGE, EATON, AUBURN, SPICER, US GEAR,  
HOOSIER, & YUKON

## Ford 9" / Ford 8.8 / Ford 8" Differential

N1974	Ford 9"	US Gear	Clutch	28 spline.....	\$410
N1981	Ford 9"	Eaton	Helical Gear	28 spline.....	\$563
R542036	Ford 9"	Auburn	H/D Cone	31 spline.....	\$520
N1970H *	Ford 9"	Hoosier	Clutch	31 spline.....	\$389
N1970F *	Ford 9"	Strange	Clutch	31 spline.....	\$389
N1979	Ford 9"	Eaton	Helical Gear	31 spline.....	\$563
N1972	Ford 9"	Eaton	Locker	31 spline.....	\$625
N1980 *	Ford 9"	Strange	H/D Helical Gear	35 spline.....	\$995
N1971T	Ford 9"	Eaton	Helical Gear	35 spline.....	\$795
N1971	Ford 9"	Eaton	Locker	35 spline.....	\$595
R542080	Ford 8.8	Auburn	H/D Cone	28 spline.....	\$520
R542054	Ford 8.8	Auburn	H/D Cone	31 spline.....	\$520
N1869	Ford 8.8	Eaton	H/D Clutch	31 spline.....	\$495
N1869T	Ford 8.8	Eaton	Helical Gear	31 spline.....	\$525
N1865	Ford 8.8	Eaton	Locker	31 spline.....	\$745
R542059	Ford 8"	Auburn	H/D Cone	28 spline.....	\$520

\* Forged steel body



Eaton Locker

## Ford 9" / Ford 8.8 Spool

D1515	Ford 9"	Strange	Steel Spool	28 spline	9.80 lbs.....	\$150
D1512	Ford 9"	Strange	Aluminum Spool	28 spline	3.86 lbs.....	\$150
D1516	Ford 9"	Strange	Steel Spool	31 spline	9.30 lbs.....	\$150
D1513	Ford 9"	Strange	Aluminum Spool	31 spline	3.70 lbs.....	\$150
D1553	Ford 9"	Strange	L/W Steel Spool	31 spline	8.50 lbs.....	\$190
D1554	Ford 9"	Strange	L/W Steel Spool	33 spline	8.10 lbs.....	\$190
D1518 *	Ford 9"	Strange	Steel Spool	35 spline	9.12 lbs.....	\$150
D1555 *	Ford 9"	Strange	L/W Steel Spool	35 spline	8.20 lbs.....	\$190
D1565 *	Ford 9"	Strange	Aluminum Spool	35 spline	3.95 lbs.....	\$350
D2000 *	Ford 9"	Strange	L/W Steel Spool	40 spline	7.95 lbs.....	\$280
D2002 **	Ford 9"	Strange	L/W H/D Steel Spool	40 spline	8.25 lbs.....	\$280
D2004 **	Ford 9"	Strange	H/D Aluminum Spool	40 spline	4.85 lbs.....	\$399
D1558	Ford 8.8	Strange	L/W Steel Spool	31 spline	8.80 lbs.....	\$190
D1560	Ford 8.8	Strange	L/W Steel Spool	33 spline	8.45 lbs.....	\$190
D1567	Ford 8.8	Strange	L/W Steel Spool	35 spline	8.10 lbs.....	\$190

\* For 3.250" bore aftermarket case

\*\* For 3.812" bore aftermarket case



Aluminum Spool

# COVERS, CASES & MAIN CAPS

## STRANGE, LPW, & SPICER

Stock covers are stamped from thin sheet metal and are designed to close access to the housing internals while maintaining a leak-free seal. While this is sufficient under normal circumstances, increasing torque and horsepower can create unforeseen forces. Housing want to flex at the opening where the cover attaches since it is the weakest area of the casting. The main caps are made of cast iron and are relatively thin and brittle. As forces mount and the case begins to deflect, ring and pinion life suffers as the contact pattern changes. Additional stress can lead to broken gear teeth as well as shattered main caps.

LPW support covers are produced from thick aluminum, reinforcing the housing opening making the casting much stiffer. They are also equipped with load bolts that contact the main caps increasing the threshold of when they would flex and break. The "ready for back-brace" cover has additional bolt holes to accept their back-brace kit. This kit utilizes the cover to also support the housing tubes eliminating axle tube flex that is common to 8.8" rears used in Drag Racing.

Main caps can be replaced with stronger alternatives, but will need to be fitted to the case. This process involves installing them in the housing so the bores can be measured. Since the bores will now be oversized, the main cap bases require milling to return the bore to the proper size. These caps are made of steel or aluminum. Quality aluminum main caps can be an advantage over steel as it is lighter and easier to machine. Under extreme conditions, such as a broken tooth caught between the ring and pinion, they can allow a little flex that might save the differential or spool from damage.

### Covers / Billet Aluminum Main Caps

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#### Ford 8.8

R5233	LPW HD aluminum cover .....	\$159
R5234	LPW HD aluminum cover- Ready for back-brace ....	\$159
R5209	LPW axle tube back-brace kit .....	\$109
H1124	Strange 8.8" billet aluminum main caps with bolts- Requires machining ...	\$88

#### Labor

H1123	Fit and install Strange billet aluminum main caps Labor only- parts extra.....	\$90
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Strange 8.8" billet aluminum main caps with bolts



LPW HD aluminum cover



LPW HD aluminum cover ready for back-brace



LPW axle tube back-brace kit

# COVERS, CASES & MAIN CAPS

## FORD 9" NODULAR IRON CASES

### Factory Cast Iron vs Nodular Iron

OEM Ford 9" cases were first made from cast iron only. This material was inexpensive, easy to pour, and offered acceptable strength for the time. Later, certain applications became more demanding and required a stronger case. More material was added in critical areas including additional webbing. Since cast iron tends to be brittle, a new material was also required. An agent was added to cast iron to create a stronger molecular bond. It made the case more ductile and less prone to breakage. The result was named "Nodular iron" and became the sought after case for heavy duty applications. During WW II, high strength materials were being diverted

to military applications. While the casting design remained the same, the material reverted back to regular cast iron. These are often referred to as "WAR" cases. The factory main cap bore sizes are 2.891" and 3.062". The same casting was used for both cases, but some uses required bearings with a higher load capacity. There was a 9 3/8" case that has a 3.250" bore size. While it's appearance is very similar to a Ford 9", and will bolt into the same housing, it was a short term item from Ford and parts are no longer available for it.

### Strange S-Series Nodular Iron

This case is fresh design on the factory nodular iron case. It can easily be identified by the radial ribs on the front of the case. Strange Engineering's own blend of nodular iron contains more bonding additive which increases material strength by 8-10%. Coupled with strategical reinforcements to the pinion support area, tail bearing pocket, and main caps, it exceeds the strength of the factory nodular case. The 3.062" bore case will fit all differentials and spools from 28 to 33 spline. The 3.250" will fit 35 spline differentials and spools, and 40 spline spools requiring a 3.250" bore case. The pricing allows a individual to purchase a new upscale case, at a price of a used and fatigued factory part.

### S-Series Nodular Iron

N2205	3.062" bore case	Nodular Iron main caps	27.2 lbs.....\$249
N2206	3.250" bore case	Nodular Iron main caps	27.2 lbs.....\$249





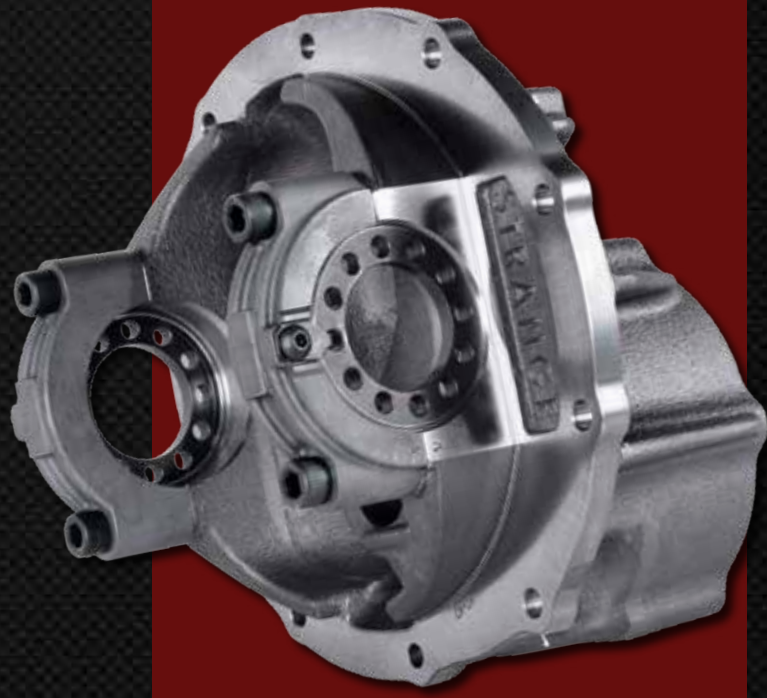


## Strange Pro Series Nodular Iron

The Pro Series case is designed for maximum rigidity and strength where weight is not a primary concern. It can be identified by the stout horizontal and vertical ribs. As with all Strange engineering cases, "Strange" is embossed near the main cap area. Strange Engineering's proprietary form of nodular iron is used which is 8-10% stronger than typical nodular iron. Reinforcements to all critical areas have been addressed as in the pinion support area and tail bearing pocket. The main caps are chrome moly and utilize high strength adjuster nuts. The 3.062" bore case will fit all differentials and spools from 28 to 33 spline. The 3.250" will fit 35 spline differentials and spools, and 40 spline spools requiring a 3.250" bore case.

### Pro Series Nodular Iron

N1905	3.062" bore case	Chrome moly main caps	31.5 lbs.....	\$329
N1906	3.250" bore case	Chrome moly main caps	31.2 lbs.....	\$329



# COVERS, CASES & MAIN CAPS

## FORD 9" ALUMINUM CASES

### Strange Lightweight Aluminum Case

Lightweight aluminum cases are ideal for vehicles where unsprung weight is extremely critical, and gear life is not a major concern. Dimensionally very similar to the Pro Iron case, but uses high tensile aluminum alloy and forged aluminum main caps. Since the case is responsible for holding together the gear set and spool, the application should be carefully considered before a purchasing this case. Typical Drag Race applications are Super Comp Dragsters, Alters, and very lightweight cars. This case is not recommended for Street or Street/Strip. A Strange Engineering associate will be happy to assist you with your decision. Available bore sizes are 3.062" and 3.250".



### Lightweight Case

N1901	3.062" bore case	Aluminum	Case only.....	\$380
N1901P	3.062" bore case	Polished aluminum	Polished case only.....	\$595
N1904	3.250" bore case	Aluminum	Case only.....	\$380
N1904P	3.250" bore case	Polished aluminum	Polished case only.....	\$595

### Strange HD Pro Aluminum Case

The HD Pro aluminum case is designed for Drag Race applications and for the most abusive Hi-Performance street/strip applications. As with all Strange aluminum cases, it is crafted from 206-T4 heat treated aluminum. This premium aluminum has a 12% higher yield strength and a 32% higher tensile strength, compared to commonly used 356-T6 aluminum. The billet aluminum pinion support has a unique oil channel that is machined 360° into the support to maximize oil flow to the pinion bearings as well as a large slot in the front to further boost oil circulation. The support is in contact with the bore of the case in two locations as opposed to one as found in normal cases. This additional contact area holds the pinion shaft much more securely resulting in better bearing and gear life. The tail bearing is oversized to handle more load and greater RPM than a stock tail bearing. Billet aluminum main caps encapsulate chrome moly studs, provides the utmost support for the carrier bearings and significantly reduces ring gear deflection. This case is most commonly purchased in kit form due to some of the unique components. The kit contains the case, pinion support

with races, support bolts and o-ring, depth shims, tail bearing and retainer plate. The remainder of the parts necessary for a complete unit are readily available. The kits are available in 3.062", 3.250", and 3.812" bore sizes, and for tapered or ball bearing pinion support. Bearings are not included in these kits other than the tail bearing. This case will accept 9" and 9 1/2" gear sets.



### HD Pro Case

N2300	3.062" bore case	Aluminum HD Pro	Case only.....	\$490
N2300P	3.062" bore case	Polished Alum HD Pro	case only.....	\$745
N2303	3.250" bore case	Aluminum HD Pro	Case only.....	\$490
N2303P	3.250" bore case	Polished Alum HD Pro	case only.....	\$745
N2307	3.812" bore case	Aluminum HD Pro	Case only.....	\$490



## Strange Aluminum Ultra Case

The Ultra Case is the strongest case and pinion support combination offered for all out Drag Racing applications. The case is manufactured from 206-T4 and utilizes four chrome moly studs encapsulated by billet aluminum main caps, allowing for shorter and stronger studs. The tail bearing is larger than factory, which can withstand greater rpm and is secured by a special retainer plate. The pinion support is retained by 12 bolts and features a unique design which provides strength and optimizes bearing lubrication. It places both pinion bearings within the case and has a much tighter fit to the case bore. This firmly holds the pinion shaft in proper alignment with the ring gear, providing maximum gear life while avoiding gear bind. For Funny Car applications, a pinion support with a built-in coupler cover is offered as an option. The case has a provision to accept a load bolt (N1910) which helps support the ring gear during tire shake. It will accept 9", 9 1/2", and 10" gear sets. 10" gear sets require N1950HK spacer and bolt kit. The cases are



packaged in kit form due to the unique components. The kit contains the case, pinion support, bolts, shims, bearings, races, spacers, o-ring, and seal. To build a complete center section, add a spool, gear set, and yoke or coupler. The case packages are available in 3.250", 3.812", and 4.00" bore sizes, and are offered with either a tapered rear pinion bearing, or a angular contact ball style bearing.

### Ultra Case

N1902	3.250" bore case	Ultra	Case only.....	\$660
N1912	3.812" bore case	Ultra	Case only.....	\$660
N1912PS	3.812" bore case	Lightened Ultra (Pro Stock)	Case only (for P/S ball bearing support).....	\$660
N1913	4.000" bore case	Ultra	Case only (for L6000 Live Axle).....	\$704



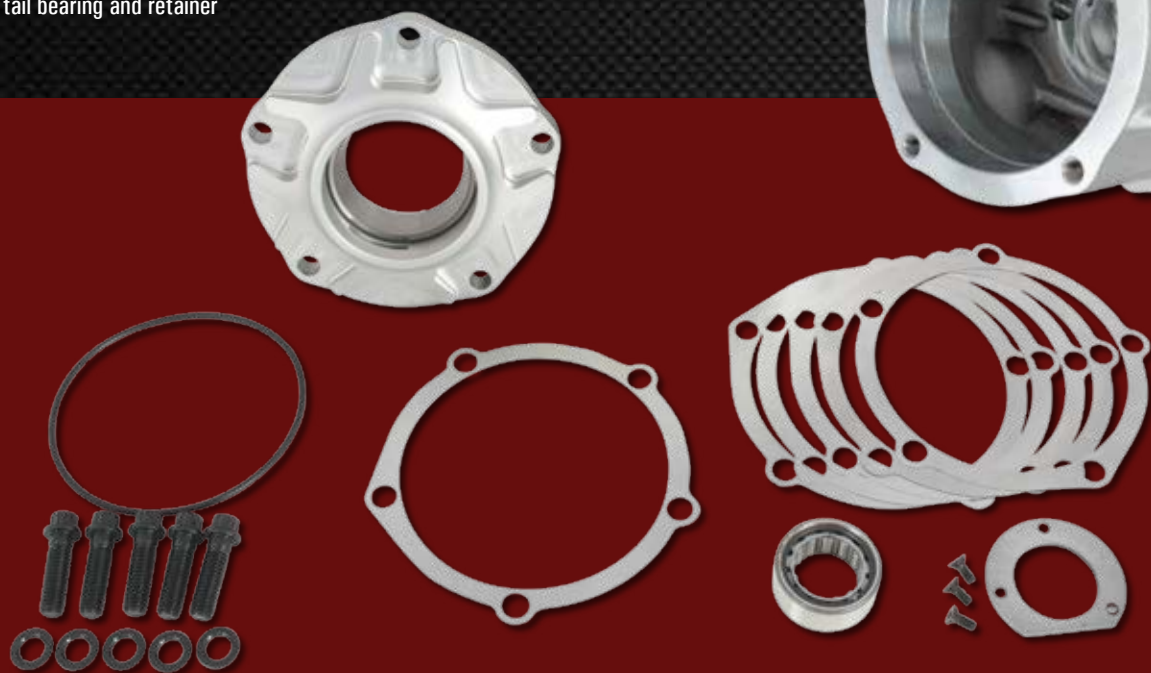
# COVERS, CASES & MAIN CAPS

## FORD 9" ALUMINUM CASE KITS & PACKAGES

### HD Pro Case Kits

P3200	3.062" case	Case & support kit for tapered pinion bearing.....	\$684
P3203	3.250" case	Case & support kit for tapered pinion bearing.....	\$684
P3207	3.812" case	Case & support kit for tapered pinion bearing.....	\$684
P3200BB	3.062" case	Case & support kit for ball pinion bearing.....	\$699
P3203BB	3.250" case	Case & support kit for ball pinion bearing.....	\$699
P3207BB	3.812" case	Case & support kit for ball pinion bearing.....	\$699

Kit includes case, pinion support with races, o-ring, support bolts, depth shims, tail bearing and retainer

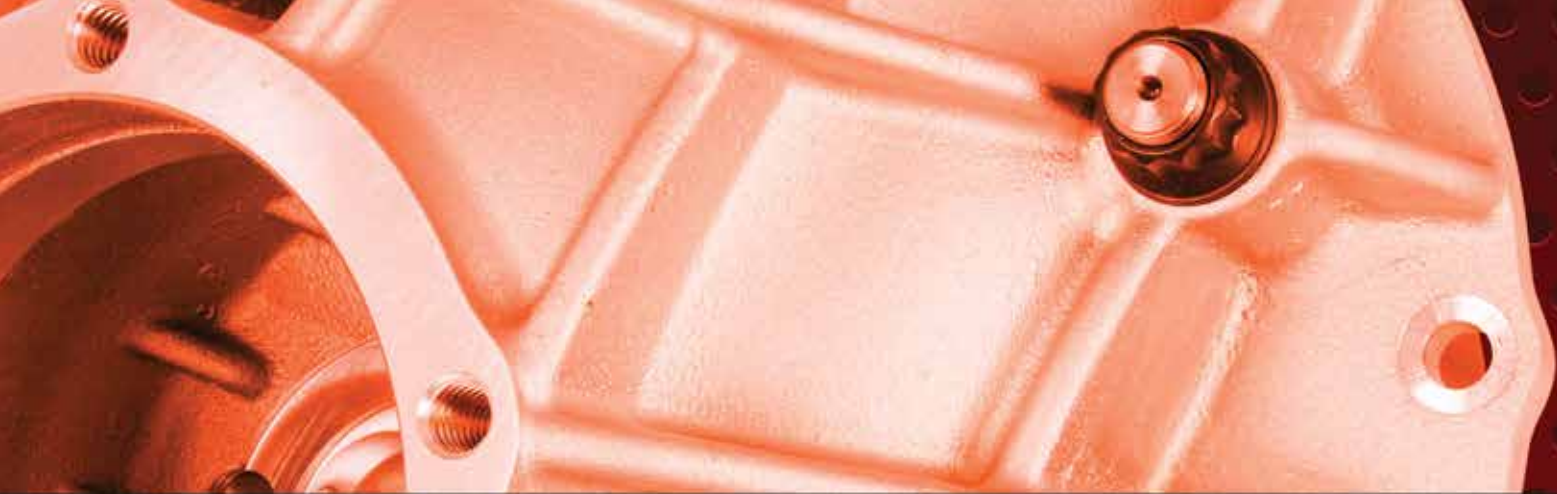


### HD Pro Completion Kits

R3200ST	Completion kit for tapered bearing support using 28 spline pinion.....	\$105
R3200LT	Completion kit for tapered bearing support using 35 spline pinion.....	\$105
R3200SB	Completion kit for ball bearing support using 28 spline pinion.....	\$245
R3200LB	Completion kit for ball bearing support using 35 spline pinion.....	\$225

Kits includes pinion bearings, preload assembly, pinion seal & nut, side bearings & races, and ring gear bolts

Case Kit with Completion Kit will provide all necessary parts to build a complete center section less spool, gear set, and yoke



## Ultra Case Packages

P3250ST	3.250" case	Case & support package with tapered pinion bearings using 28 spline pinion.....	\$949
P3250LT	3.250" case	Case & support package with tapered pinion bearings using 35 spline pinion.....	\$949
P3250SB	3.250" case	Lightened case & support package with ball pinion bearing using 28 spline pinion.....	\$1,059
P3250LB	3.250" case	Lightened case & support package with ball pinion bearing using 35 spline pinion.....	\$1,059
P3812ST	3.812" case	Case & support package with tapered pinion bearings using 28 spline pinion.....	\$949
P3812LT	3.812" case	Case & support package with tapered pinion bearings using 35 spline pinion.....	\$949
P3812SBHD	3.812" case	Case & support package with ball pinion bearing using 28 spline pinion.....	\$1,059
P3812LBHD	3.812" case	Case & support package with ball pinion bearing using 35 spline pinion.....	\$1,059
P3812SB	3.812" case	Lightened case & support package with ball pinion bearing using 28 spline pinion.....	\$1,059
P3812LB	3.812" case	Lightened case & support package with ball pinion bearing using 35 spline pinion.....	\$1,059

Packages includes all necessary components to build a complete center section less spool, gear set, and yoke



# PINION SUPPORTS

## FORD DAYTONA, STRANGE TAPERED BEARING, STRANGE BALL BEARING



### Ford Daytona Pinion Supports

**N1914 / N1915:** Ford Daytona pinion supports are an option to replace the stock OEM unit. The stock support is made of nodular iron and uses the same size bearing front and rear. The N1914 is also constructed from cast iron, but uses a larger rear pinion bearing for increased load capacity. N1915

is a cast aluminum version designed to save weight, but should only be used in light duty applications. The supports are supplied with front and rear Timken races installed. O-ring and bearing & seal kit are available separately.

### Strange Tapered Bearing Pinion Supports

**N1917:** Designed for heavy duty use in street / track applications that require a large rear pinion bearing, offering increased load capacity, while allowing greater oil flow for continuous operation. Constructed from forged aluminum, it has better grain flow compared to billet aluminum supports. The forged aluminum will not shatter or crack like cast iron and is much lighter.

This support will accept 28 spline pinion gears and comes in a black anodized finish. It can also be ordered in polished aluminum. The support is supplied with front and rear Timken races installed, bolts, washers, and an o-ring. Bearing & seal kit is available separately.

**N1922:** Heavy duty Drag Race pinion support. It uses even larger front and rear pinion bearings than the Daytona or N1917, further increasing load capabilities to suit the most demanding requirements. Manufactured from forged aluminum, it offers better grain flow than billet aluminum supports. Oil channels have been reduced to allow more material around

the race sections to maximize rigidity. It can accept either 28 or 35 spline pinion gears, and comes in a clear anodized finish. A polished support is also available. The support is supplied with front and rear Timken races installed, bolts, washers, and an o-ring. Bearing & seal kit is available separately. Manufactured from 2024-T4 forged aluminum.

**N2322:** Designed for the HD Pro aluminum case, and will not fit any other cases. The fresh design of this support make it ideal for use in street, track, and Drag Race applications. It utilizes that same oversized bearings as the N1922, but the oil flow is increased for continuous use. Constructed from heat treated aluminum, ultimate strength is achieved while weight is kept

to a minimum. The pinion bearings are moved further into the case to provide additional support. This support, can accept either 28 or 35 spline pinion gears, and comes in a clear anodized finish. It can also be ordered in polished aluminum. The support is supplied with front and rear Timken races installed, bolts, washers, and an o-ring. Bearing & seal kit is available separately.

### Strange Ball Bearing Pinion Supports

Ball bearing supports use an angular contact ball bearing to replace the rear pinion bearing. This bearing offers reduced rolling resistance and requires less preload than a tapered bearing, decreasing the forces necessary to

rotate the pinion gear. Pinion supports must be specifically designed for ball bearing use since tapered bearing supports are not adaptable.

**N1920 / N1921:** Can be used in any Ford 9" case, iron or aluminum, except for HD Pro and Ultra cases. They are manufactured from heat treated 2024 aluminum, offering strength and ductility, while remaining lightweight. The N1920 is designed for a 28 spline pinion gear, and the N1921 for a 35

spline. Both supports come complete with Timken race installed, front tapered bearing, rear angular contact ball bearing, adjustable preload assembly, low drag pinion seal, bolts, and o-ring.

**N2323:** Support designed for the HD Pro aluminum case. Machined from heat treated heat treated T6061 aluminum ensuring maximum strength and reduced weight. This support can accept 28 or 35 spline pinion gears with

the proper bearing & seal kit. It is supplied with a Timken front race installed, pinion support bolts & washers, and o-ring. Bearing & seal kit is available separately.



## Tapered Bearing Supports

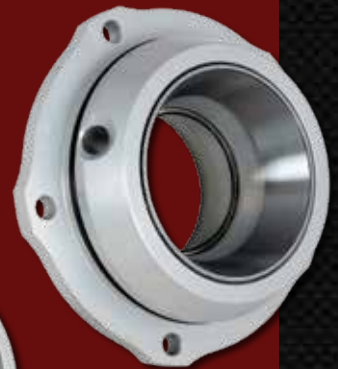
N1914	Daytona- Nodular Iron	Street / Track.....	\$90
N1915	Daytona- Cast Aluminum	Limited Light Duty.....	\$90
N1917	Forged Aluminum	HD Street / Track.....	\$140
N1917P	Forged Aluminum- Polished	HD Street / Track.....	\$187
N1922	Forged Aluminum	Drag Race.....	\$130
N1922P	Forged Aluminum- Polished	Drag Race.....	\$170
N2322	HD Pro Aluminum	HD Street / Track / Drag Race.....	\$150
N2322P	HD Pro Aluminum- Polished	HD Street / Track / Drag Race.....	\$235

All supports have Timken races installed. Supports include o-ring except for Daytona.



N1915

N1917P



N1922

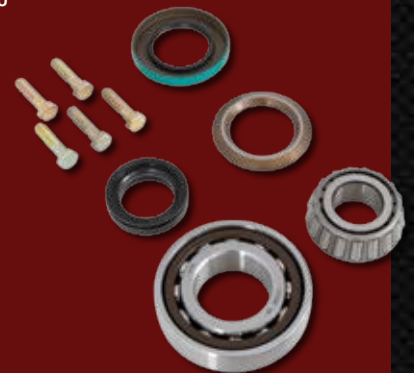


N1920

## Ball Bearing Supports

N1920*	Aluminum Support Package	Drag Race- For 28 spline pinion.....	\$295
N1921*	Aluminum Support Package	Drag Race- For 35 spline pinion.....	\$295
N2323	HD Pro Aluminum with race	Drag Race- For 28 or 35 spline.....	\$170

\* Bearing & Seal Kit included



N1921

## Races / O-ring

N1914C	Front pinion race	For N1914, N1915, & N1917.....	\$9
N1914B	Rear pinion race	For N1914, N1915, & N1917.....	\$13
N1931	Front pinion race	For N1922, N2322, & N2323.....	\$13
N1939	Rear pinion race	For N1922 & N2322.....	\$15
N1958A	O-ring	For all supports listed above.....	\$3

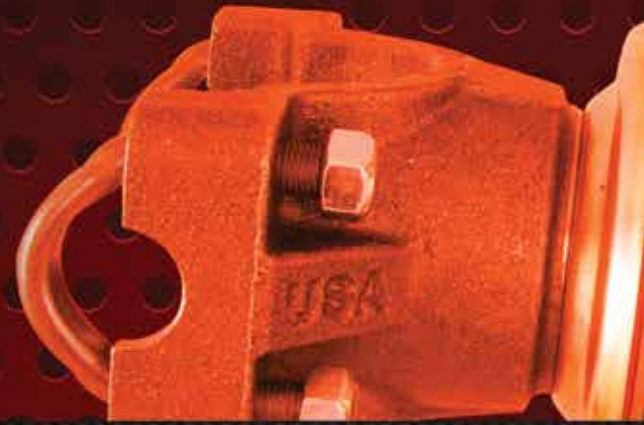
## Bearing & Seal Kits \*

N1916	For N1914, N1915, & N1917	Using 28 spline pinion	Bearings, seal, & 2 pc preload spacer.....	\$42
N1923	For N1922 & N2322	Using 28 spline pinion	Bearings, seal, 2 pc preload spacer, adapter sleeve & washer.....	\$60
N1924	For N1922 & N2322	Using 35 spline pinion	Bearings, seal, 2 pc preload spacer, & solid preload spacer.....	\$60
N2323S	For N1920 & N2323	Using 28 spline pinion	Bearings, seal, 2 pc preload spacer, & adapter sleeve.....	\$175
N2323L	For N1921 & N2323	Using 35 spline pinion	Bearings, seal, 2 pc preload spacer, & washer.....	\$185

\* Races and o-ring are not included in Bearing & Seal Kits

# IRON CENTER SECTION

## 9" S-SERIES



Our highly trained technicians are dedicated to provide the highest quality assembly that customers have grown to expect from Strange Engineering. Timken bearings and races are used throughout. The Gear set is hand massaged to remove sharp corners and burrs to provide quiet operation. Contact patterns are check and readjusted until satisfactory. Any questionable gears sets are returned to the manufacturer for evaluation and the set-up process begins again. We believe the extra time is well spent and do not rush your assembly. While some may advertise the fastest assembly time, we would rather deliver the best in quality and workmanship.

### S-Series Case with Differential

**PRF130:** The S-Series nodular iron case is a stout foundation for any Street / Track application. The package contains the S-Series iron case, Ford cast iron Daytona pinion support, clutch style posi unit, Standard gear,

and S-Series 1350 yoke with u-bolts. Upgrades to the differential, a forged aluminum pinion support, and chrome moly yoke are available.

### S-Series Case with Spool

**PRF135:** The S-Series nodular iron case begins the basis for Track and many Drag Race applications. The package contains the S-Series iron case, Ford cast iron Daytona pinion support, 28 to 35 spline spool, Standard gear, and S-Series 1350 yoke with u-bolts. Upgrades are available to a forged aluminum pinion support and chrome moly yoke.





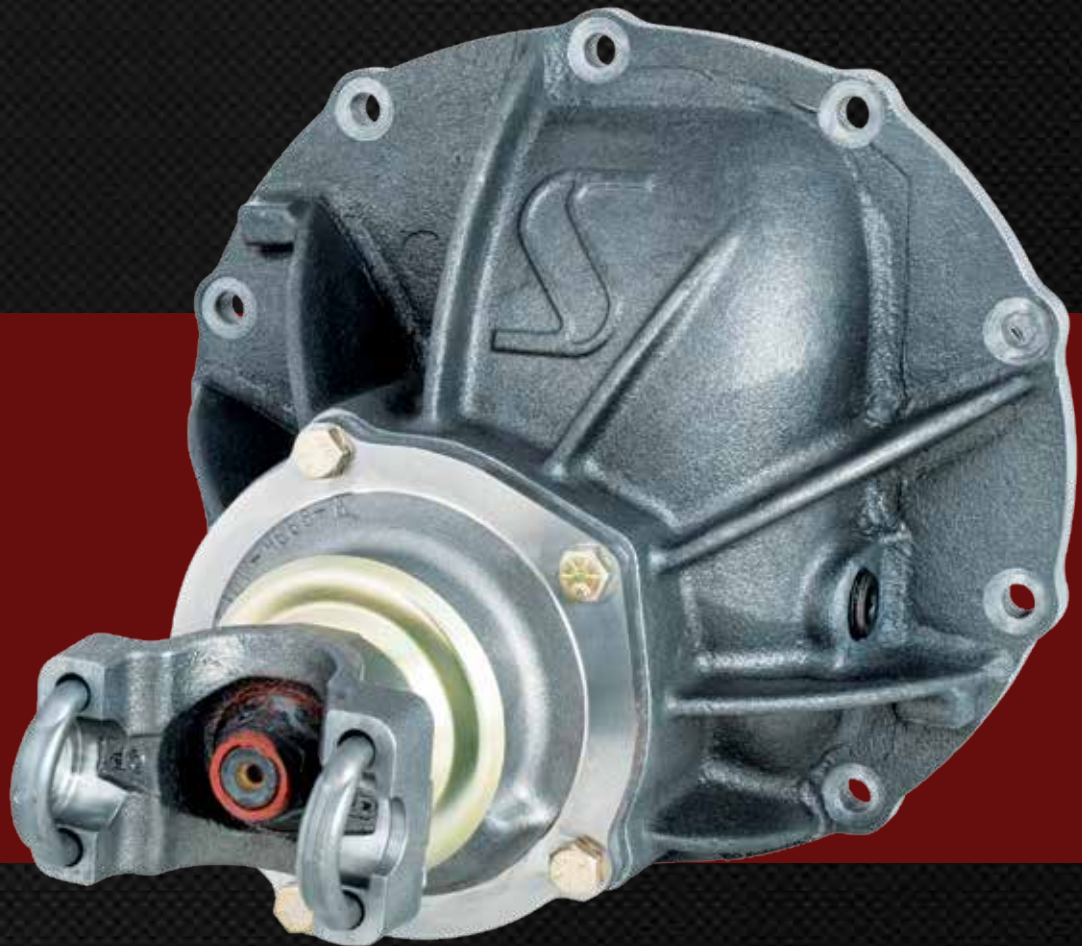


PRF130 S-Series case / N1914 iron Daytona pinion support / Clutch style 28-31 spline posi unit  
 Standard gear set / U2203 S-Series 1350 yoke / U-bolts..... \$1,290

- Upgrades:**
- OPRF16 Upgrade to Strange N1917 black forged aluminum support..... Add \$29
  - OPRF09 Upgrade to Eaton 28 or 31 spline Truetrack..... Add \$200
  - OPRF17 Upgrade to Eaton 28, 31, or 35 spline Detroit Locker..... Add \$165
  - OPRF11 Upgrade to Eaton 35 spline Truetrack..... Add \$400
  - OPRF10 Upgrade to Strange N1980 35 spline S-Trac..... Add \$510
  - OPRF07 Upgrade to U1603 chrome moly pinion yoke..... Add \$35

PRF135 S-Series Case / N1914 iron Daytona pinion support / 28-35 spline spool / Standard gear set  
 U2203 S-Series 1350 yoke / U-bolts..... \$1,129

- Upgrades:**
- OPRF16 Upgrade to Strange N1917 black forged aluminum support..... Add \$29
  - OPRF07 Upgrade to U1603 chrome moly pinion yoke..... Add \$35



# IRON CENTER SECTION

## 9" PRO IRON



Our highly trained technicians are dedicated to provide the highest quality assembly that customers have grown to expect from Strange Engineering. Timken bearings and races are used throughout. The Gear set is hand massaged to remove sharp corners and burrs to provide quiet operation. Contact patterns are check and readjusted until satisfactory. Any questionable gears sets are returned to the manufacturer for evaluation and the set-up process begins again. We believe the extra time is well spent and do not rush your assembly. While some may advertise the fastest assembly time, we would rather deliver the best in quality and workmanship.

### Pro Iron Case with Differential

**PRF120:** The Pro Iron nodular case is the strongest iron case available. This package contains the Pro Iron case, Ford cast iron Daytona pinion support, clutch style posi unit, Standard gear, and S-Series 1350 yoke

with u-bolts. Upgrades to the differential, a Strange forged aluminum pinion support, and chrome moly yoke are available.

### Pro Iron Case with Spool & Yoke

**PRF105:** The Pro Iron is the ultimate in strength in a nodular iron case. This package contains the Pro Iron case, Strange forged aluminum support (N1922), 31 to 35 spline lightweight steel spool, Standard gear, and chrome

moly 1350 yoke with u-bolts. Upgrade is available to a 40 spline L/W steel spool. Options include a ball bearing pinion support, lightened ring gear, MicroBlue service, and computer pick-up collar.

**PRF115:** The Pro Iron nodular case is the foundation for this solid unit. This package contains the Pro Iron case, Strange forged aluminum support (N1922), 28 to 35 spline lightweight steel spool, 28 spline Pro gear, and

chrome moly 1350 yoke with u-bolts. Upgrades are available to a 35 spline Pro gear and 40 spline L/W steel spool. Options include a ball bearing pinion support, lightened ring gear, MicroBlue service, and computer pick-up collar.



PRF120 Pro Iron Case / N1914 iron Daytona support / Clutch style 28-31 spline posi unit / Standard gear set U2203 S-Series 1350 yoke / U-bolts..... \$1,393

**Upgrades:** OPRF16 Upgrade to Strange N1917 black forged aluminum support..... Add \$29  
 OPRF09 Upgrade to Eaton 28 or 31 spline Truetrack..... Add \$200  
 OPRF17 Upgrade to Eaton 28, 31, or 35 spline Detroit Locker..... Add \$165  
 OPRF11 Upgrade to Eaton 35 spline Truetrack..... Add \$400  
 OPRF10 Upgrade to Strange N1980 35 spline S-Trac..... Add \$510  
 OPRF07 Upgrade to U1603 chrome moly pinion yoke..... Add \$35

PRF105 Pro Iron Case / N1922 Strange forged aluminum support / 31-35 spline L/W steel spool Standard gear set / U1603 chrome moly 1350 yoke / U-bolts..... \$1,274

**Upgrades:** OPRF01 Upgrade to 40 spline spool..... Add \$73

PRF115 Pro Iron Case / N1922 Strange forged aluminum support / 31-35 spline L/W steel spool 28 spline Pro gear / U1603 chrome moly 1350 yoke / U-bots..... \$1,409

**Upgrades:** OPRF05 Upgrade to 35 spline Pro gear..... Add \$50  
 OPRF01 Upgrade to 40 spline spool..... Add \$73

**Options for all packages above**

D3596 Lighten ring gear..... Add \$75  
 OPRF42 MicroBlue gear set and bearings..... Add \$308  
 OPRF03 Ball bearing support..... Add \$100  
 U1613 1 magnet pick-up collar for 28 spline pinion..... Add \$48  
 U1613-2 2 magnet pick-up collar for 28 spline pinion..... Add \$52  
 U1613-4 4 magnet pick-up collar for 28 spline pinion..... Add \$60  
 U1613-8 8 magnet pick-up collar for 28 spline pinion..... Add \$129  
 U1614 1 magnet pick-up collar for 35 spline pinion..... Add \$48  
 U1614-2 2 magnet pick-up collar for 35 spline pinion..... Add \$52  
 U1614-4 4 magnet pick-up collar for 35 spline pinion..... Add \$60  
 U1614-8 8 magnet pick-up collar for 35 spline pinion..... Add \$129



# L/W ALUMINUM CENTER SECTION

## 9" LIGHTWEIGHT ALUMINUM



Our highly trained technicians are dedicated to provide the highest quality assembly that customers have grown to expect from Strange Engineering. Timken bearings and races are used throughout. The Gear set is hand massaged to remove sharp corners and burrs to provide quiet operation. Contact patterns are check and readjusted until satisfactory. Any questionable gear sets are returned to the manufacturer for evaluation and the set-up process begins again. We believe the extra time is well spent and do not rush your assembly. While some may advertise the fastest assembly time, we would rather deliver the best in quality and workmanship.

### Lightweight Aluminum Case with Differential

**PRF170:** The Lightweight Aluminum case with a posi unit can be used where weight savings or cosmetic appearance is important and shock loads are minimal. Popular applications include lightweight street rods and show cars. It should not be used in Street / Strip applications as deflection can occur causing noise and poor gear life. This package contains the Lightweight aluminum case, Ford cast iron Daytona pinion support, clutch style posi unit,

Standard gear, and S-Series 1350 yoke with u-bolts. Upgrades are available to the differential, a Strange forged aluminum pinion support (N1917), and chrome moly yoke. The PRF170P contains an upgraded pinion support, and polished case & support. The OPRF35S option to chromed chrome moly yoke is common for the PRF170P. For more demanding applications, consider using the HD Pro aluminum center section.

### Lightweight Aluminum Case with Spool & Yoke

**PRF155:** The Lightweight Aluminum case with a lightened steel spool and Standard gear set can be used where weight is critical, the vehicle is light, and impact loads are relatively low. Drag Race applications include 4-link Super Comp Dragsters, Altereds, Comp, and lightweight door cars. This package contains the Lightweight aluminum case, Strange forged aluminum pinion support (N1922), lightweight steel spool, Standard gear, and chrome moly 1350 yoke with u-bolts. The PRF155P contains a polished case and

support. Upgrades available are a 40 spline L/W steel spool or 35 spline aluminum spool. Options include a ball bearing pinion support, lightened ring gear, MicroBlue service, computer pick-up collar polished case and support, polished and chromed yoke, and aluminum yoke. Higher horsepower vehicles, especially those using a throttle stop, will opt for the PRF165 which contains a Pro gear. It is also very common to upgrade to a 40 spline L/W steel spool.

**PRF165:** The Lightweight Aluminum case with a lightened steel spool and 28 spline Pro gear set can be used where weight reduction is more of a factor, and gear life might be less important. Popular Drag Race applications include 4-link Super Comp Dragsters, Altereds, Comp, and lightweight door cars. This package contains the Lightweight aluminum case, Strange forged aluminum pinion support (N1922), lightweight steel spool, 28 spline Pro gear, and chrome moly 1350 yoke with u-bolts. The PRF165P contains a polished

case and support. Upgrades are available to a 35 spline Pro gear, 40 spline L/W steel spool, and 35 spline aluminum spool. Options include a ball bearing pinion support, lightened ring gear, MicroBlue service, computer pick-up collar, polished case and support, polished and chromed yoke, and aluminum yoke. For more abusive applications such as Top Dragster, consider using the HD Pro aluminum or Ultra Case to achieve maximum gear life.



PRF170	Lightweight Aluminum case / N1914 iron Daytona support / Clutch style 28-31 spline posi unit Standard gear set / U2203 S-Series 1350 yoke / U-bolts.....	\$1,430
PRF170P	Polished L/W Case & support (N1917P) / Clutch style 28-31 spline posi unit Standard gear set / U2203 S-Series 1350 yoke / U-bolts.....	\$1,730

**Upgrades:**

OPRF16	Upgrade to Strange N1917 black forged aluminum support.....	Add \$29
OPRF09	Upgrade to Eaton 28 or 31 spline Truetrack.....	Add \$200
OPRF17	Upgrade to Eaton 28, 31, or 35 spline Detroit Locker.....	Add \$165
OPRF11	Upgrade to Eaton 35 spline Truetrack.....	Add \$400
OPRF10	Upgrade to Strange N1980 35 spline S-Trac.....	Add \$510
OPRF07	Upgrade to U1603 chrome moly pinion yoke.....	Add \$35

PRF155	Lightweight Aluminum case / 1922 Strange forged aluminum support / 31-35 spline L/W steel spool Standard gear set / U1603 chrome moly 1350 yoke / U-bolts.....	\$1,354
PRF155P	Polished L/W Case & support (N1922P) / 31-35 spline L/W steel spool Standard gear set / U1603 chrome moly 1350 yoke / U-bolts.....	\$1,617

**Upgrades:**

OPRF01	Upgrade to 40 spline spool.....	Add \$73
OPRF19	Upgrade to 35 spline aluminum spool.....	Add \$140

PRF165	Lightweight Aluminum case / 1922 Strange forged aluminum support / 31-35 spline L/W steel spool 28 spline Pro gear / U1603 chrome moly 1350 yoke / U-bolts.....	\$1,483
PRF165P	Polished L/W Case & support (N1922P) / 31-35 spline L/W steel spool 28 spline Pro gear / U1603 chrome moly 1350 yoke / U-bolts.....	\$1,746

**Upgrades:**

OPRF05	Upgrade to 35 spline 9" Pro gear.....	Add \$50
OPRF01	Upgrade to 40 spline spool.....	Add \$73
OPRF19	Upgrade to 35 spline aluminum spool.....	Add \$140

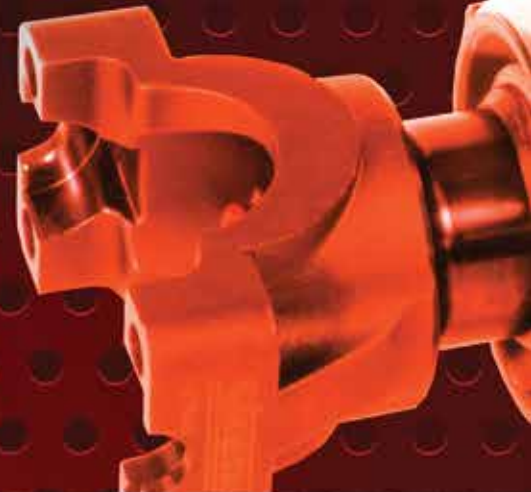
**Options for all packages above**

D3596	Lighten ring gear.....	Add \$75
OPRF42	MicroBlue gear set and bearings.....	Add \$308
OPRF03	Ball bearing support (not available in polished).....	Add \$100
OPRF35S	Replace S-series yoke with Chromed chrome moly yoke.....	Add \$100
OPRF35	Replace Chrome moly yoke with Chromed chrome moly yoke.....	Add \$65
OPRF13	Replace Chrome moly yoke with Aluminum yoke.....	Add \$124
U1613	1 magnet pick-up collar for 28 spline pinion.....	Add \$48
U1613-2	2 magnet pick-up collar for 28 spline pinion.....	Add \$52
U1613-4	4 magnet pick-up collar for 28 spline pinion.....	Add \$60
U1613-8	8 magnet pick-up collar for 28 spline pinion.....	Add \$129
U1614	1 magnet pick-up collar for 35 spline pinion.....	Add \$48
U1614-2	2 magnet pick-up collar for 35 spline pinion.....	Add \$52
U1614-4	4 magnet pick-up collar for 35 spline pinion.....	Add \$60
U1614-8	8 magnet pick-up collar for 35 spline pinion.....	Add \$129



# HD PRO ALUMINUM CENTER SECTION

## 9" HD PRO ALUMINUM



Our highly trained technicians are dedicated to provide the highest quality assembly that customers have grown to expect from Strange Engineering. Timken bearings and races are used throughout. The Gear set is hand massaged to remove sharp corners and burrs to provide quiet operation. Contact patterns are check and readjusted until satisfactory. Any questionable gears sets are returned to the manufacturer for evaluation and the set-up process begins again. We believe the extra time is well spent and do not rush your assembly. While some may advertise the fastest assembly time, we would rather deliver the best in quality and workmanship.

### HD Pro Aluminum Case with Differential

**PRF180:** The HD Pro Aluminum case equipped with a posi unit can be used where weight savings or cosmetic appearance is important without sacrificing any gear life. In fact, gear life is increased over OEM cast and nodular iron units due to the rigidity of this case and pinion support design. This allows use of an aluminum case in applications that would normally be considered too heavy or abusive. Popular applications include street, Street

/ Track, Road Race, and many others. This package includes the HD Pro case and support, clutch style posi unit, Standard gear, and S-Series 1350 yoke with u-bolts. Upgrades are available to the differential and to a chrome moly yoke. Options include a polished case and support, and a polished and chromed chrome moly yoke.

### HD Pro Aluminum Case with Spool & Yoke

**PRF184:** The HD Pro Aluminum case with a lightweight steel spool and Standard gear, is used where weight savings and gear life are both very important. This case will offer much greater gear life than OEM cast and nodular iron units, while drastically reducing weight. A typical application is a Drag race vehicle that is still able to get sufficient life out of a Standard gear. This package includes the HD Pro case and support, lightweight steel

spool, Standard gear, and a chrome moly 1350 yoke with u-bolts. Upgrades available are a 40 spline L/W steel spool or 35 spline aluminum spool. Options include a ball bearing pinion support, lightened ring gear, MicroBlue service, computer pick-up collar, polished case and support, polished and chromed yoke, aluminum yoke, and load bolt. If shock loads are going to be more extreme, the PRF188 would be the better choice since it contains a Pro gear.

**PRF188:** The HD Pro Aluminum case with a lightweight steel spool and 28 spline Pro gear is used where weight savings and gear life are both very important, and shock loads are too high for a Standard gear. The case and pinion support design offer a very stout foundation to support the spool and gear set. The tail bearing is oversized further adding to the support of the pinion. Typical Drag Race applications are fast Door cars, Dragsters that run in both Super Comp and Top Dragster, and Top Sportsman vehicles.

This package includes the HD Pro case and support, lightweight steel spool, 28 spline Pro gear, and a chrome moly 1350 yoke with u-bolts. Upgrades are available to a 35 spline 9" Pro gear, 9 1/2" Pro gear, 40 spline L/W steel spool, and 35 spline aluminum spool. Options include a ball bearing pinion support, lightened ring gear, MicroBlue service, computer pick-up collar, polished case and support, polished and chromed yoke, aluminum yoke, and load bolt.

**PRF192:** This center section features a HD Pro Aluminum 3.812" bore case and a special heavy duty lightened 40 spline steel spool. The spool has a thicker wall on the bearing journal to eliminate any possibility that the journal could collapse under extreme conditions. It has extended internal splines which allow the continued use of the same 40 spline axles, even if replacing a competitors 40 spline center section. The case, pinion support, and spool design create a ridged fixture to keep the ring and pinion in proper

alignment. The oversized tail bearing further adds to the support of the pinion. This package includes the HD Pro case and support, HD lightened 40 spline steel spool, 28 spline Pro gear, and a chrome moly 1350 yoke with u-bolts. Upgrades available are a 35 spline Pro gear, 9 1/2" Pro gear, and 40 spline aluminum spool. Options include a ball bearing pinion support, lightened ring gear, MicroBlue service, computer pick-up collar, polished case and support, a polished and chromed yoke, aluminum yoke, and load bolt.



PRF180 HD Pro aluminum case and support / Clutch style 28-31 spline posi unit  
Standard gear set / U2203 S-Series 1350 yoke / U-bolts..... \$1,585

**Upgrades:** OPRF09 Upgrade to Eaton 28 or 31 spline Truetrack..... Add \$200  
OPRF17 Upgrade to Eaton 28, 31, or 35 spline Detroit Locker..... Add \$165  
OPRF11 Upgrade to Eaton 35 spline Truetrack..... Add \$400  
OPRF10 Upgrade to Strange N1980 35 spline S-Trac..... Add \$510  
OPRF07 Upgrade to U1603 chrome moly pinion yoke..... Add \$35

PRF184 HD Pro aluminum case and support / 31-35 spline L/W steel spool  
Standard gear set / U1603 chrome moly 1350 yoke / U-bolts..... \$1,464

**Upgrades:** OPRF01 Upgrade to D2000 40 spline L/W steel spool..... Add \$73  
OPRF19 Upgrade to D1565 35 spline aluminum spool..... Add \$140

PRF188 HD Pro aluminum case and support / 31-35 spline L/W steel spool  
28 spline Pro gear / U1603 chrome moly 1350 yoke / U-bolts..... \$1,615

**Upgrades:** OPRF05 Upgrade to 35 spline 9" Pro gear..... Add \$50  
OPRF52 Upgrade to 35 spline 9 1/2" Pro gear..... Add \$170  
OPRF01 Upgrade to D2000 40 spline lightweight steel spool..... Add \$73  
OPRF19 Upgrade to D1565 35 spline aluminum spool..... Add \$140

PRF192 HD Pro 3.812" bore aluminum case and support / D2002 HD 40 spline L/W steel spool  
28 spline Pro gear / U1603 chrome moly 1350 yoke / U-bolts..... \$1,699

**Upgrades:** OPRF05 Upgrade to 35 spline 9" Pro gear..... Add \$50  
OPRF52 Upgrade to 35 spline 9 1/2" Pro gear..... Add \$170  
OPRF29 Upgrade to D2004 40 spline aluminum spool..... Add \$95

**Options for all packages above**

D3596 Lighten ring gear..... Add \$75  
OPRF42 MicroBlue gear set and bearings..... Add \$308  
OPRF03 Ball bearing pinion support (not available in polished)..... Add \$100  
OPRF33 Polished case..... Add \$240  
OPRF34 Polished pinion support..... Add \$75  
OPRF35S Replace S-series yoke with Chromed chrome moly yoke..... Add \$100  
OPRF35 Replace Chrome moly yoke with Chromed chrome moly yoke..... Add \$65  
OPRF13 Replace Chrome moly yoke with Aluminum yoke..... Add \$124  
N1910 Load bolt (can not be used with lightened ring gear)..... Add \$39  
U1613 1 magnet pick-up collar for 28 spline pinion..... Add \$48  
U1613-2 2 magnet pick-up collar for 28 spline pinion..... Add \$52  
U1613-4 4 magnet pick-up collar for 28 spline pinion..... Add \$60  
U1613-8 8 magnet pick-up collar for 28 spline pinion..... Add \$129  
U1614 1 magnet pick-up collar for 35 spline pinion..... Add \$48  
U1614-2 2 magnet pick-up collar for 35 spline pinion..... Add \$52  
U1614-4 4 magnet pick-up collar for 35 spline pinion..... Add \$60  
U1614-8 8 magnet pick-up collar for 35 spline pinion..... Add \$129



# ULTRA CASE CENTER SECTION

## 9" ALUMINUM ULTRA CASE



Our highly trained technicians are dedicated to provide the highest quality assembly that customers have grown to expect from Strange Engineering. Timken bearings and races are used throughout. The Gear set is hand massaged to remove sharp corners and burrs to provide quiet operation. Contact patterns are checked and readjusted until satisfactory. Any questionable gear sets are returned to the manufacturer for evaluation and the set-up process begins again. We believe the extra time is well spent and do not rush your assembly. While some may advertise the fastest assembly time, we would rather deliver the best in quality and workmanship.

**Ultra Case Design:** The Ultra case is used where maximum gear life is essential. This case and pinion support design move both pinion bearings into the case. This offers greater support than all other designs whereas the outer bearing sits outside the case. The pinion support has a tight fit to the case bore, further eliminating any flex that can occur. This coupled with the oversized tail bearing, firmly holds the pinion gear in proper alignment with the ring gear under the most extreme conditions. The massive billet aluminum main caps complete this maximum effort design. This case supports 9" and 9 1/2" gear sets, and can use 10" development gears with the proper pinion support. All Ultra cases have a provision to use an optional load bolt

if required. Bore sizes available are 3.250" and 3.812". The 3.812" bore Ultra case is designed for a heavy duty lightweight steel spool that features a thicker wall on the bearing journal to eliminate the possibility of collapse under the most abusive conditions. It also allows the use of an aluminum 40 spool where applications permit. The 3.812" is available in a special lightened version with a ball bearing pinion support commonly used in Pro Stock cars. Ball bearing supports are an option on non-lighten cases as well.

### Ultra Case with Spool & Yoke

**PRF205:** This assembly includes a 3.250 bore Ultra case, billet aluminum pinion support, 35 spline lightweight steel spool, 28 spline Pro gear set, and a chrome moly 1350 yoke with u-bolts. Upgrades available are to a 40 spline L/W steel spool, 35 spline aluminum spool, 35 spline 9" Pro gear, and 9 1/2"

Pro gear, and ball bearing pinion support. Options include a lightened ring gear, MicroBlue service, computer pick-up collar, aluminum 1350 yoke, and load bolt.

**PRF215:** This assembly includes a 3.812 bore Ultra case, billet aluminum pinion support, HD 40 spline lightweight steel spool, 28 spline Pro gear set, and a chrome moly 1350 yoke with u-bolts. Upgrades available are a ball

bearing support, Lightened case with ball bearing support, and 40 spline aluminum spool. Options include a lightened ring gear, MicroBlue service, computer pick-up collar, aluminum 1350 yoke, and load bolt.

**PRF225:** This assembly includes a 3.812 bore Ultra case, billet aluminum pinion support, HD 40 spline lightweight steel spool, 35 spline Pro gear set, and a chrome moly 1350 yoke with u-bolts. Upgrades available are a ball bearing support, Lightened case with ball bearing support, and 40 spline

aluminum spool. Options include a lightened ring gear, MicroBlue service, computer pick-up collar, chrome moly 1480 yoke, aluminum 1350 yoke, and load bolt.





PRF205 Ultra 3.250" bore case and support / 35 spline lightweight steel spool  
28 spline Pro gear set / U1603 chrome moly 1350 yoke / U-bolts..... \$1,694

- Upgrades:**
- OPRF01 Upgrade to D2000 40 spline lightweight steel spool...Add \$73
  - OPRF05 Upgrade to 35 spline 9" Pro gear..... Add \$50
  - OPRF52 Upgrade to 35 spline 9 1/2" Pro gear..... Add \$170
  - OPRF26 Upgrade to Ball bearing support..... Add \$110
  - OPRF19 Upgrade to D1565 35 spline aluminum spool..... Add \$140

PRF215 Ultra 3.812" bore case and support / D2002 HD 40 spline lightweight steel spool  
28 spline Pro gear set / U1603 chrome moly 1350 yoke / U-bolts..... \$1,780

- Upgrades:**
- OPRF26 Upgrade to Ball bearing support..... Add \$110
  - OPRF25 Upgrade to Lightened case and ball bearing support..... Add \$110
  - OPRF29 Upgrade to D2004 40 spline aluminum spool..... Add \$95

PRF225 Ultra 3.812" bore case and support / D2002 HD 40 spline lightweight steel spool  
35 spline Pro gear / U1604 chrome moly 1350 yoke / U-bolts ..... \$1,829

- Upgrades:**
- OPRF23 Upgrade to 9 1/2" Pro gear..... Add \$140
  - OPRF26 Upgrade to Ball bearing support..... Add \$110
  - OPRF25 Upgrade to Lightened case and ball bearing support..... Add \$110
  - OPRF29 Upgrade to D2004 40 spline aluminum spool..... Add \$95

- Options for all packages above**
- D3596 Lighten ring gear..... Add \$75
  - OPRF42 MicroBlue gear set and bearings..... Add \$308
  - OPRF13 Replace Chrome moly yoke with Aluminum yoke..... Add \$124
  - N1910 Load bolt - Can not be used with lightened ring gear..... Add\$39
  - U1613 1 magnet pick-up collar for 28 spline pinion..... Add \$48
  - U1613-2 2 magnet pick-up collar for 28 spline pinion..... Add \$52
  - U1613-4 4 magnet pick-up collar for 28 spline pinion..... Add \$60
  - U1613-8 8 magnet pick-up collar for 28 spline pinion..... Add \$129
  - U1614 1 magnet pick-up collar for 35 spline pinion..... Add \$48
  - U1614-2 2 magnet pick-up collar for 35 spline pinion..... Add \$52
  - U1614-4 4 magnet pick-up collar for 35 spline pinion..... Add \$60
  - U1614-8 8 magnet pick-up collar for 35 spline pinion..... Add \$129



# 9" BARE STEEL HOUSINGS



**Bare Housing Centers:** Bare housing centers are constructed from .141" mild steel with a heavy duty .282" face plate. Tube insertion locations are slotted to allow complete and secure welding of the tubes to the housing. Internal plates gusset the housing and provide internal support to the ends of the tubes. The cover is designed to provide the clearance

necessary for cases with heavy duty main caps and also allowing the use of 9 1/2" gear sets. The H1110 housing center is designed to accept 3" O.D. tubing and the H1112 is for 3 1/4". Both housing centers come equipped with 10 center section studs installed.

**Welded Housings:** All below housings begin with a Strange bare housing center as described above. Fill and drain plugs are installed to facilitate fluid changes. Your choice of .250" wall 3" or 3 1/4" mild steel tubing is installed deep into the housing until fully engaged into the internal gusset near the face plate. Using an alignment jig, the tubing is welded 360 degrees to the outside of the housing, along the housing slots, and to

the internal gusset. The mounts are attached to the jig and welded to the tubes. Lastly, the ends are welded after all other welding is complete to ensure perfect alignment with the center section. Some housings may be only available in a certain tube diameter limited by mount design. H1128N backbrace option is available on most housings. The brace would be installed prior to the housing ends.

**Housing Tubed:** The housing is fitted with fill and drain plugs, and tubed with your choice of .250" wall 3" or 3 1/4" mild steel tubing. Larger tubing is stronger, but your intended mounts may dictate tube diameter. The purpose for purchasing a housing like this, is for the builder that will be

installing their own mounts and may also trim the tubing further. A welding jig will be required to install the housing ends after all other welding has been completed.

**Housing with Ends- no mounts:** The housing is fitted with fill and drain plugs, tubed with your choice of .250" wall 3" or 3 1/4" mild steel tubing, and choice of housing ends. Larger tubing is stronger, but your intended mounts may dictate tube diameter. Since the builder will be

installing their own mounts, extreme care must be taken during the welding process as housing end alignment can be compromised. An alignment jig should be used afterwards to ensure that warping did not occur.

**Housing with Mounts- no ends:** The housing is fitted with fill and drain plugs, tubed with your choice of .250" wall 3" or 3 1/4" mild steel tubing, and choice of mounts. Larger tubing is stronger, but many mounts are designed to fit a 3" tube. A builder might order this if they are unsure of the final width, or already has housing ends and an alignment jig. It

may also be the base for a housing that will use a floater kit. To fit and weld purchased Strange floater spindles is available at an additional charge. A fully welded housing with spindles can also be ordered with an optional satin black powder coat finish.

**Housing with Ends and Mounts:** The housing is fitted with fill and drain plugs, tubed with your choice of .250" wall 3" or 3 1/4" mild steel tubing, and choice of mounts and housing ends. While larger tubing is stronger, your mounts selection may have determined tube diameter. This configuration is the safest way to maintain the proper alignment of

the housing ends. The fixturing and welding of the housing ends is always our last operation. For vehicles that will see very hard launches, there is an option to weld a back brace along the rear of the housing. It is designed to eliminate housing and tube flex that can occur under harsh conditions. An optional satin black powder coat finish is also available.



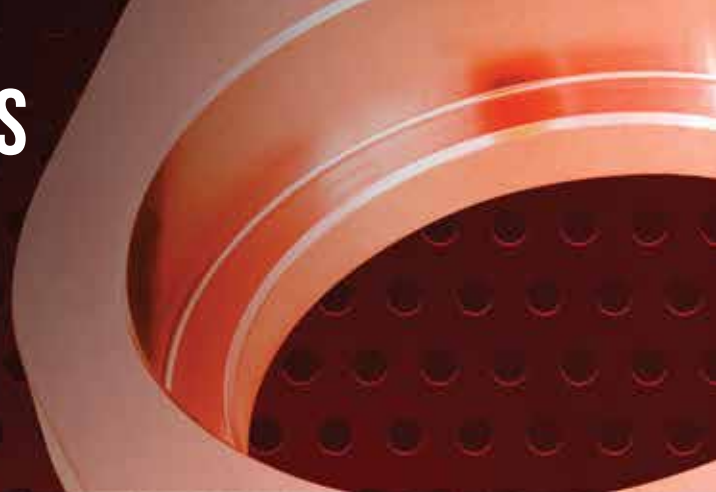
H1110	Bare Housing Center for use with 3" O.D. tubes.....	\$259
H1112	Bare Housing Center for use with 3 1/4" O.D. tubes.....	\$259
HF9	Housing tubed with fill & drain- No ends or mounts.....	\$475
HF9E	Housing with fill & drain, and ends- No mounts.....	\$565
HF9L	Housing with fill & drain, and leaf spring mounts- No ends.....	\$575
HF9LE	Housing with fill & drain, leaf spring mounts, and ends.....	\$665
HF9M86	Mustang 1986-2004 housing tubed with ears, fill & drain- No mounts or ends.....	\$630
HF9M86E	Mustang 1986-2004 housing with ears, fill & drain, and ends- No mounts.....	\$725
HF9M86M	Mustang 1986-2004 housing with ears, fill & drain, and mounts- No ends.....	\$736
HF9M86ME	Mustang 1986-2004 housing with ears, fill & drain, mounts, and ends.....	\$825
HF9M05	Mustang 2005-2004 housing tubed with ears, fill & drain- No mounts or ends.....	\$605
HF9M05E	Mustang 2005-2004 housing with ears, fill & drain, and ends- No mounts.....	\$695
HF9M05M	Mustang 2005-2004 housing with ears, fill & drain, and mounts- No ends.....	\$736
HF9M05ME	Mustang 2005-2004 housing with ears, fill & drain, mounts, and ends.....	\$825

**Options**

H1128N	Install back brace on new housing- Parts & labor.....	\$185
H1199P-BLK	Powder coat housing satin black.....	\$159
H1130DF	Install Drag Race floater spindles- Labor only.....	\$200
H1130SF	Install Pro Touring floater spindles- Labor only.....	\$150



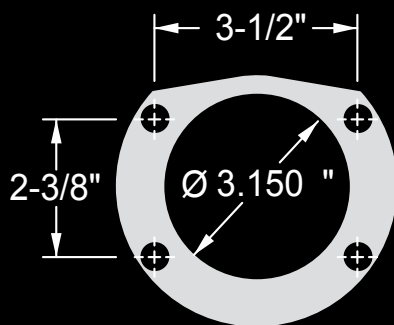
# HOUSING ENDS & COMPONENTS



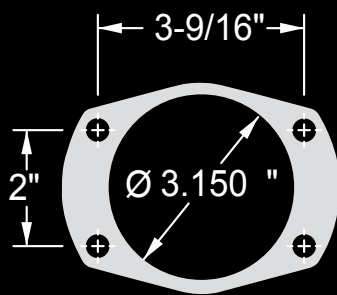
**Housing Ends:** Strange housing ends are machined from MADE IN THE USA forged steel. These premium grade ends are ideal for new, or an existing housing that needs to be narrowed. They provide an optimal mounting surface for the brakes to keep in proper alignment to the axle bearing. These housing ends are designed to be easily butt welded with the

proper equipment. An alignment bar is required to properly install any housing ends. Many ends are now designed to accept an inner seal. This arrangement might require a specific seal and locking collar for the axle bearing. Contact a Strange representative if you intend to use an inner seal to discuss your intentions.

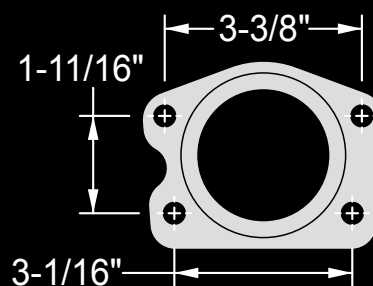
## HOUSING END IDENTIFICATION CHART



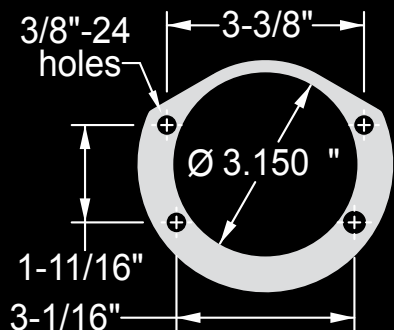
**BIG FORD**  
HOUSING ENDS  
H1135 (1.3" WIDE)



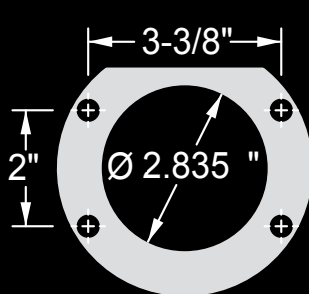
**LATE BIG FORD**  
HOUSING ENDS  
H1137 (1.3" WIDE)  
H1148 (1.3" WIDE, ABS)



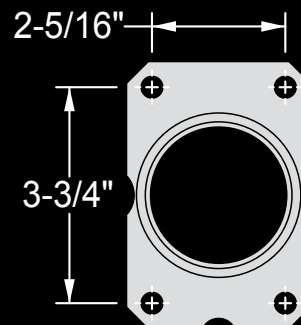
**FORD 8.8" (FACTORY)**  
SAFETY HUB KIT  
A1090, A1092, A1093,  
A1094, A1096



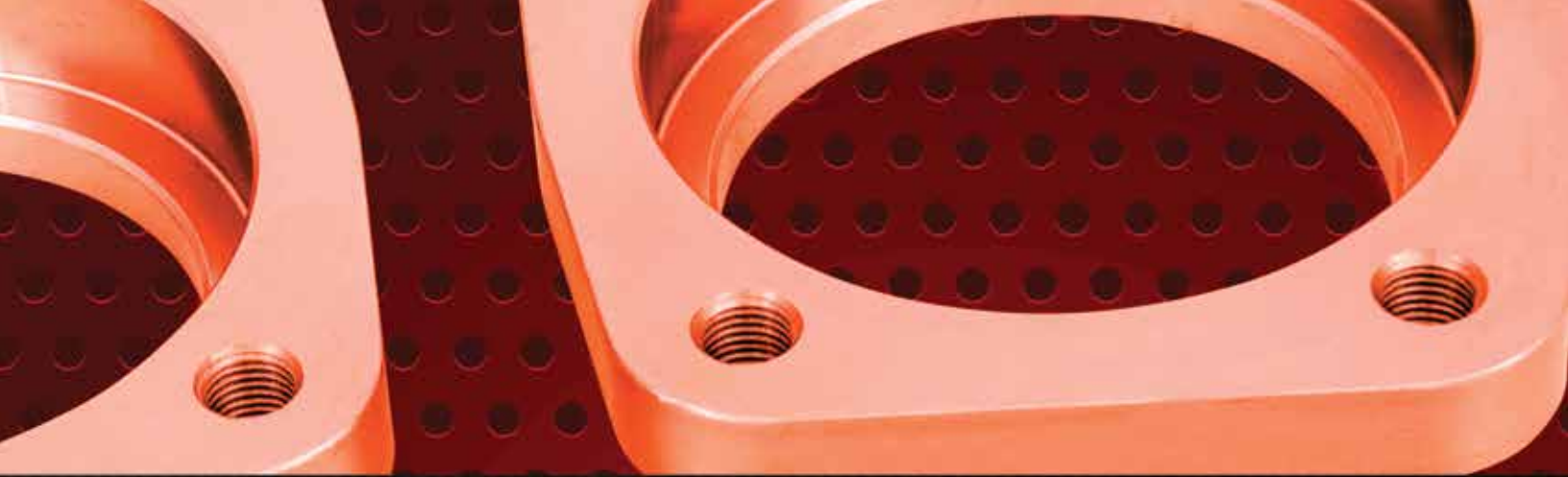
**FORD 8.8" (STRANGE)**  
HOUSING ENDS  
H1138 (1.3" WIDE)



**MUSTANG**  
HOUSING ENDS  
H1134 (1" WIDE)



**05-14 MUSTANG (FACTORY)**  
SAFETY HUB KIT  
A1098, A1099



H1134	Small Ford housing ends	2.834 bore	3/8 holes	1.000" wide.....	\$89
H1135	Big Ford housing ends	3.150 bore	1/2 holes	1.300" wide.....	\$89
H1136	Symmetrical Big Bore housing ends (tapped)	3.350 bore	3/8 x 24	1.750" wide.....	\$175
H1146	Symmetrical BB housing ends for 3 1/2" tube	3.350 bore	3/8 x 24	1.750" wide.....	\$219
H1137	Late Big Ford housing ends	3.150 bore	3/8 holes	1.300" wide.....	\$89
H1138	1987-1993 Mustang 8.8 housing ends	3.150 bore	3/8 holes	1.300" wide.....	\$89
H1148	2005-2014 Mustang 8.8 housing ends	3.150 bore	3/8 holes	1.300" wide.....	\$89
B1300HSTKIT	3/8" housing end tee bolt kit- Includes 8 tee bolts, washers, and lock nuts.....				\$31
H1135STKIT	1/2" housing end tee bolt kit- Includes 8 tee bolts, washers, and lock nuts.....				\$46
H1112A	9" press-in center section housing stud- each.....				\$2
F1282	3/8"-24 reduced hex self locking flanged nut- each.....				\$2
H1112G	Fel Pro 9" center section gasket.....				\$6
H1111S	LubeLocker premium gasket- Do not use sealer with this gasket.....				\$20



# COMPLETE BOLT-IN REAR ENDS

**Complete Assembly:** Our highly trained professional tradesman construct a custom rear end that will meet or exceed your expectations. The housing is fixture welded to ensure proper alignment of all components. The appearance and quality of welds show the care that was taken by our welding department. The technician that assemble your rear end is a member of the same team that's responsible for all our high end Pro Stock,

Pro Mod, and Top Fuel rear ends. A completed rear end gives comfort in the knowledge that everything was thoroughly inspected and checked before it reached your door. The assembly arrives boxed in a custom crate to protect your investment. Optional satin black powder coating is offered on completely welded housings.

**Ordering:** If ordering a replacement rear end, we have extensive information on stock factory units. You might consider calling us first to obtain our information so you can verify before ordering. If you are considering new tires and wheels, this is the time to make adjustments to properly place them within the wheel wells. Any decision regarding the brakes must be made now as it will affect construction of the rear end.

The best method, is to place your tires and wheels within the wheel wells and measure wheel mounting surface to wheel mounting surface. If you are purchasing a brake kit from Strange along with your housing, this is the dimension you want to specify. If not, subtract the thickness of the brake drum or rotor you are going to use to arrive at bare axle flange to axle flange. It is important to relate the dimension you are supplying is "wheel mounting surface" or "bare axle flange".

The brake kit you are going to use needs to be finalized before the rear end is

ordered. Some rotors will add as little as 1/8" per side, while others can add up to 1/2". The brake kit will determine the housing end required and brake offset. Brake offset is the measurement from the outside face of the bare axle flange, to the outside face of the housing end. Brake thickness and axle offset will determine how wide the housing needs to be to achieve the desired wheel mounting location. Make sure to check the brake kit instructions for any special requirements. Some may need a specific axle flange diameter, brake register size, or access hole.

Strange Engineering sales staff is always happy to guide you through the ordering process, even if you are ordering from one of our many valued distributors. We will ensure you are not only well informed, but also confident that you will be receiving a product that will deliver many years of enjoyment and satisfaction.





**Pinion Offset:** Pinion location can be confusing to measure. If this is a replacement rear, and the motor and transmission are in the factory location, it can be ordered with the stock factory pinion offset. If unsure, measurements can be taken from the axle flanges or housing ends. Since we are determining differences, either is fine as long as we are comparing axle flange or housing end measurements. Measure from driver side to the center of the pinion nut, and passenger side to center of the pinion nut. Subtract

and divide by two. This is your pinion offset and it is offset to the side that had the smallest number. If both are equal, then it is a centered pinion. Most factory rear ends will be offset to the passenger side since the motor and transmission are also. The design is to keep the driveshaft aligned with the motor and transmission to avoid vibration and poor service life of the u-joints and gear set.

**Pinion Angle:** If this is a replacement rear end, factory pinion angle is assumed unless specified otherwise. A custom pinion angle is ordered only in some leaf spring applications. Extreme care must be taken as pinion angle is commonly misunderstood. Pinion angle is determined by a calculation that compares the angle of the motor and transmission to the angle of the pinion shaft. It is measured once the motor, transmission, driveshaft, rear

end, and tires and wheels are installed. The vehicle must be on level ground, at ride height, with the full weight of the car resting on all four tires. Where the leaf spring mounts are welded in relationship to pinion centerline, is only one of the many factors that will result in a specific pinion angle. Any custom pinion angle should be discussed with a Strange Engineering associate before ordering.

### 9" Bolt-in Rear End Applications

- 1967-1971 Comet
- 1967-1971 Cougar
- 1967-1973 Fairlane
- 1964-1973 Mustang
- 1979-2014 Mustang
- 1971-1973 Ranchero
- 1971-1973 Torino



Custom widths are available at no additional charge

New applications are constantly being added - Please call if you do not see your vehicle

# 9" STREET / TRACK



**Ford 9" Bolt-in Assemblies:** Complete Ford 9" rear ends are a combination of a housing, center section, axle package, and brake kit. Since the possibilities are endless, it is necessary to choose all of the components and total them to arrive at your desired assembly. Whenever a housing, center

section, and axle package are ordered together, they are assembled as one unit and crated. Purchased brake kits can be installed for an additional \$25. In these examples, the brake kit prices include the \$25 charge.

Listed are a sample of possible combinations. Options for housing, center section, axle package, and brake kit, are listed within their respective sections.

Custom widths are available at no additional charge

## Street

Ford 9" leaf spring housing- HF9LE / S-Series iron center with clutch posi unit- PRF130 / 31 spline alloy axle package- P3102.....	\$2,360
Mustang 1986-2004 housing- HF9M86ME / S-series iron center with clutch posi unit- PRF130 / 31 spline alloy axle package- P3102.....	\$2,520
Mustang 2005-2014 housing- HF9M05ME / S-series iron center with clutch posi unit- PRF130 / 31 spline alloy axle package- P3102.....	\$2,520

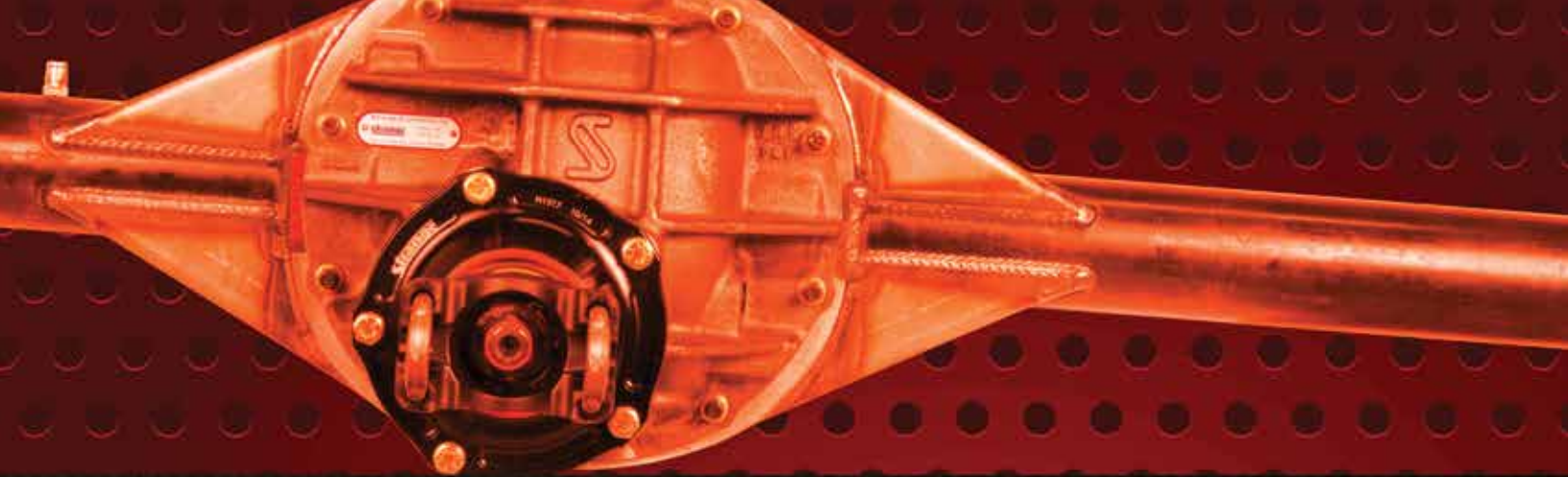
## Popular Options

Housing	Powder coat satin black- H1199P-BLK.....	\$159
Differential	Eaton 31 spline helical gear Truetrack- OPRF09.....	\$200
Center Section	HD Pro aluminum center section- Replace PRF130 with PRF180.....	\$296
Brakes	Wilwood 11" Pro street disc brake kit installed.....	\$624
	Wilwood 12" Pro Street disc brake kit installed.....	\$775
	Late Big Ford 11" drum brake kit installed.....	\$500

Brake kit prices include \$25 installation charge  
See Brake Kit Section for More Brake Options







## Street/Track

Ford 9" leaf spring housing- HF9LE / Pro Iron center with upgrades / 35 spline alloy axle package- P3502 .....	\$2,892 *	\$3,002 **
Mustang 1986-2004 housing- HF9M86ME / Pro Iron center with upgrades / 35 spline alloy axle package- P3502 .....	\$3,052 *	\$3,162 **
Mustang 2005-2014 housing- HF9M05ME / Pro Iron center with upgrades / 35 spline alloy axle package- P3502 .....	\$3,052 *	\$3,162 **

\* Pro Iron center- PRF120 with Eaton 35 spline cast iron Truetrack- OPRF11 and Strange black support- OPRF16

\*\* Pro iron center- PRF120 with Strange 35 spline forged steel helical gear S-Trac- OPRF10 and Strange black support- OPRF16



## Popular Options

Housing	Powder coat satin black- H1199P-BLK.....	\$159
Yoke	Chrome moly yoke- OPRF07.....	\$36
Center Section	HD Pro Aluminum center section Replace PRF120 with PRF180 With same differential upgrades.....	\$164

## Brake Kit Options

Brakes	Wilwood 11" Pro Street disc brake kit installed.....	\$624
	Wilwood 12" Pro Street disc brake kit installed.....	\$775
	Late Big Ford 11" Drum brake kit installed.....	\$500

Brake kit prices include \$25 installation charge  
See Brake Kit Section for More Brake Options

# 9" DRAG RACE

## FEATURING PRO IRON CENTER SECTION



**Ford 9" Bolt-in Assemblies/Bare:** Complete Ford 9" rear ends are a combination of a housing, center section, axle package, and brake kit. Since the possibilities are endless, it is necessary to choose all of the components and total them to arrive at your desired assembly. Whenever

a housing, center section, and axle package are ordered together, they are assembled as one unit and crated. Purchased brake kits can be installed for an additional \$25. In these examples, the brake kit prices include the \$25 charge.

Listed are a sample of possible combinations. Options for housing, center section, axle package, and brake kit, are listed within their respective sections.

Custom widths are available at no additional charge

### Drag Race - 35 spline axles

Ford 9" bare housing without mounts- HF9E / Pro Iron center with standard gear- PRF105 / 35 spline Pro Race axle package- P1007.....	\$2,310
Ford 9" leaf spring housing- HF9LE / Pro Iron center with standard gear- PRF105 / 35 spline Pro Race axle package- P1007.....	\$2,410
Mustang 1986-2004 housing- HF9M86ME / Pro Iron center with standard gear- PRF105 / 35 spline Pro Race axle package- P1007.....	\$2,570
Mustang 2005-2014 housing- HF9M05ME / Pro Iron center with standard gear- PRF105 / 35 spline Pro Race axle package- P1007.....	\$2,570

### Popular Options

Housing	Install back brace- H1128N .....	\$ 185
	Powder coat satin black- H1199P-BLK .....	\$ 159
Center Section	Option for Small stem Pro gear- Replace PRF105 with PRF115 .....	\$ 135
	Option for Large stem Pro gear- Replace PRF105 with PRF115 + OPRF05 .....	\$ 186
Axles	Option for 5/8" stud kit- Replace P1007 with P100758 .....	\$ 54
Brakes	S-Series disc brake kit installed.....	\$ 494
	Pro Race disc brake kit installed.....	\$ 624
	Dual Pro Race disc kit installed.....	\$ 1,045
	Sportsman Carbon disc brake installed.....	\$ 2,414

Brake kit prices include \$25 installation charge - See Brake Kit Section for More Brake Options



## Drag Race - 40 Spline Axles

Ford 9" bare housing without mounts- HF9E / Pro Iron center with upgrade * / 40 spline solid Pro Race axle package- P1016 .....	\$2,495
Ford 9" leaf spring housing- HF9LE / Pro Iron center with upgrade * / 40 spline solid Pro Race axle package- P1016 .....	\$2,595
Mustang 1986-2004 housing- HF9M86ME / Pro Iron center with upgrade * / 40 spline solid Pro Race axle pkg- P1016 .....	\$2,755
Mustang 2005-2014 housing- HF9M05ME / Pro Iron center with upgrade * / 40 spline solid Pro Race axle pkg- P1016 .....	\$2,755

\* Pro Iron center with standard gear- PRF105 + 40 spline spool upgrade- OPRF01

### Popular Options

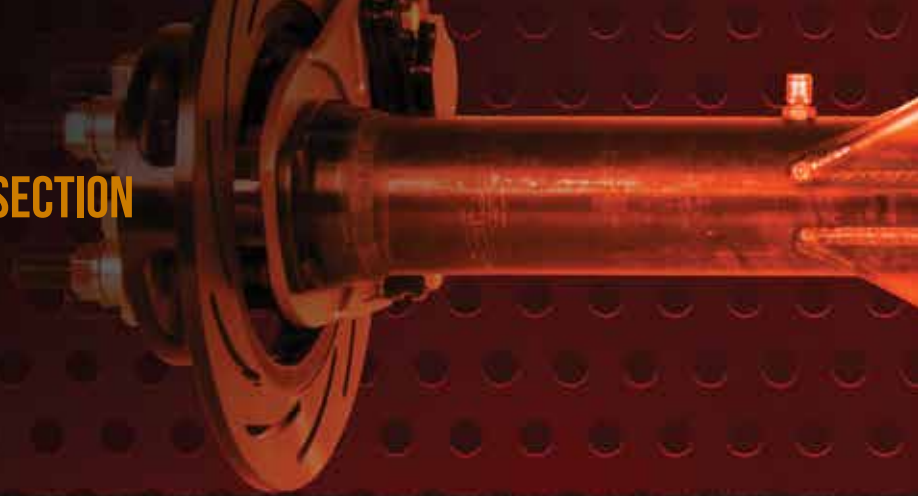
Housing	Install back brace- H1128N .....	\$185
	Powder coat satin black- H1199P-BLK.....	\$159
Center Section	Option for Small stem Pro gear- Replace PRF105 + OPRF01 with PRF115 + OPRF01.....	\$135
	Option for Large stem Pro gear- Replace PRF105 + OPRF01 with PRF115 + OPRF01 + OPRF05 .....	\$186
Axles	Option for Gun-drilled axles - Replace P1016 with P1014 ....	\$81
Brakes	S-Series disc brake kit installed.....	\$494
	Pro Race disc brake kit installed.....	\$624
	Dual Pro Race disc kit installed.....	\$1,045
	Sportsman Carbon disc brake installed.....	\$2,414

Brake kit prices include \$25 installation charge - See Brake Kit Section for More Options



# 9" DRAG RACE

## FEATURING L/W ALUMINUM CENTER SECTION



**Ford 9" Bolt-in Assemblies/Bare:** Complete Ford 9" rear ends are a combination of a housing, center section, axle package, and brake kit. Since the possibilities are endless, it is necessary to choose all of the components and total them to arrive at your desired assembly. Whenever

a housing, center section, and axle package are ordered together, they are assembled as one unit and crated. Purchased brake kits can be installed for an additional \$25. In these examples, the brake kit prices include the \$25 charge.

Listed are a sample of possible combinations. Options for housing, center section, axle package, and brake kit, are listed within their respective sections.

Custom widths are available at no additional charge

## Drag Race - 35 spline axles

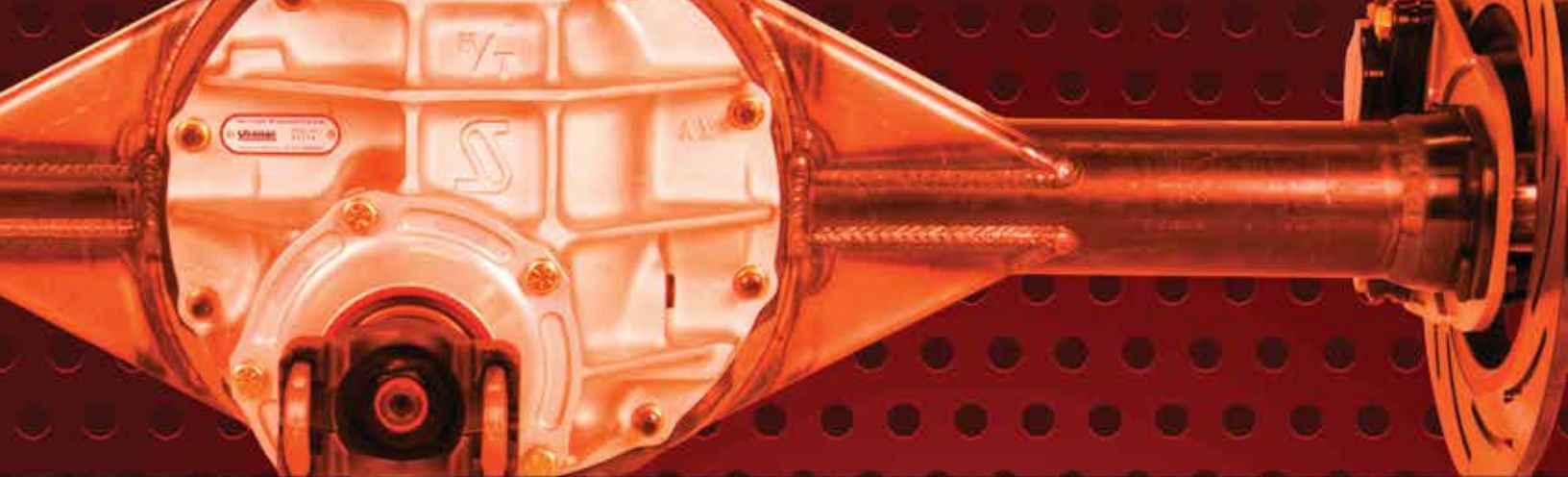
Ford 9" bare housing without mounts- HF9E / L/W Aluminum center with standard gear- PRF155 / 35 spline Pro Race axle package- P1007 .....	\$2,389
Ford 9" leaf spring housing- HF9LE / L/W Aluminum center with standard gear- PRF155 / 35 spline Pro Race axle package- P1007 .....	\$2,489
Mustang 1986-2004 housing- HF9M86ME / L/W Aluminum center with standard gear- PRF155 / 35 spline Pro Race axle package- P1007 .....	\$2,649
Mustang 2005-2014 housing- HF9M05ME / L/W Aluminum center with standard gear- PRF155 / 35 spline Pro axle package- P1007 .....	\$2,649

## Popular Options

Housing	Install back brace- H1128N .....	\$185
	Powder coat satin black- H1199P-BLK .....	\$159
Center Section	Option for Small stem Pro gear- Replace PRF155 with PRF165 .....	\$129
	Option for Large stem Pro gear- Replace PRF155 with PRF165 + OPRF05 .....	\$180
Axles	Option for 5/8" stud kit- Replace P1007 with P100758 .....	\$54
Brakes	S-Series disc brake kit installed.....	\$494
	Pro Race disc brake kit installed....	\$624
	Dual Pro Race disc kit installed.....	\$1,045
	Sportsman Carbon disc brake installed.....	\$2,414

Brake kit prices include \$25 installation charge  
See Brake Kit Section for More Brake Options





## Drag Race - 40 Spline Axles

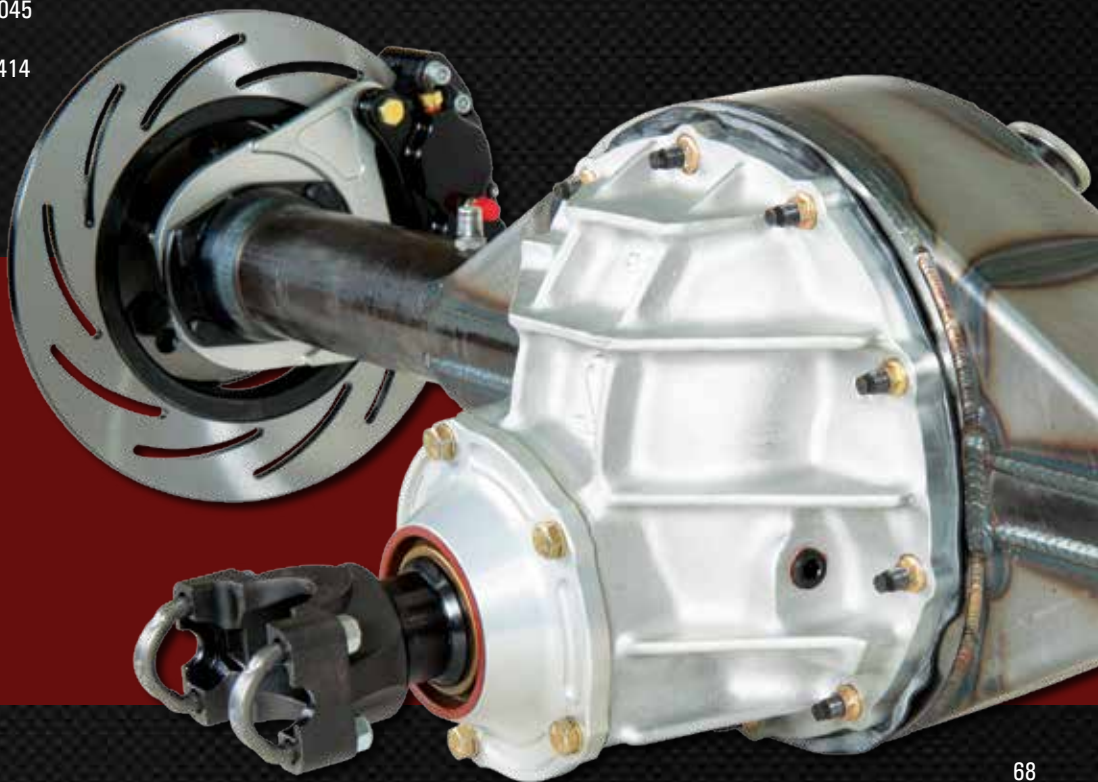
Ford 9" bare housing without mounts- HF9E / L/W Aluminum center with upgrade * / 40 spline solid Pro Race axle package- P1016 .....	\$2,495
Ford leaf spring housing- HF9LE / L/W Aluminum center with upgrade * / 40 spline solid Pro Race axle package- P1016 .....	\$2,595
Mustang 1986-2004 housing- HF9M86ME / L/W Aluminum center with upgrade * / 40 spline solid Pro Race axle package- P1016 .....	\$2,755
Mustang 2005-2014 housing- HF9M05ME / L/W Aluminum center with upgrade * / 40 spline solid Pro Race axle package- P1016 .....	\$2,755

\* Lightweight Aluminum center section with standard gear- PRF160 with 40 spline spool upgrade- OPRF01

## Popular Options

Housing	Install back brace- H1128N .....	\$185
	Powder coat satin black- H1199P-BLK .....	\$159
Center Section	Option for Small stem Pro gear- Replace PRF155 + OPRF01 with PRF165 + OPRF01.....	\$129
	Option for Large stem Pro gear- Replace PRF155 + OPRF01 with PRF165 + OPRF01 + OPRF05.....	\$180
Axles	Option for Gun-drilled axles- Replace P1016 with P1014 .....	\$81
Brakes	S-Series disc brake kit installed.....	\$494
	Pro Race disc brake kit installed.....	\$624
	Dual Pro Race disc kit installed.....	\$1,045
	Sportsman Carbon disc brake installed.....	\$2,414

Brake kit prices include \$25 installation charge  
See Brake Kit Section for More Brake Options



# 9" DRAG RACE

## FEATURING PRO HD ALUMINUM CENTER SECTION



**Ford 9" Bolt-in Assemblies/Bare:** Complete Ford 9" rear ends are a combination of a housing, center section, axle package, and brake kit. Since the possibilities are endless, it is necessary to choose all of the components and total them to arrive at your desired assembly. Whenever

a housing, center section, and axle package are ordered together, they are assembled as one unit and crated. Purchased brake kits can be installed for an additional \$25. In these examples, the brake kit prices include the \$25 charge.

Listed are a sample of possible combinations. Options for housing, center section, axle package, and brake kit, are listed within their respective sections.

Custom widths are available at no additional charge

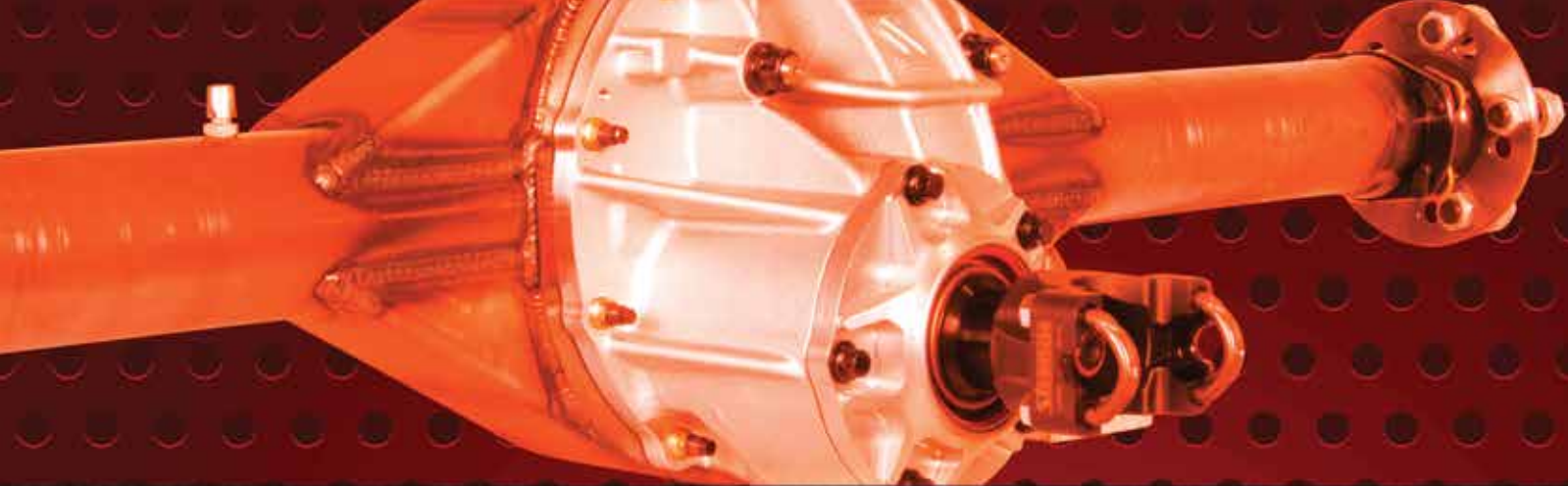
### Drag Race - 35 spline axles

Ford 9" bare housing without mounts- HF9E / HD Pro Aluminum center with standard gear- PRF184 / 35 spline Pro Race axle package- P1007 .....	\$2,499
Ford 9" leaf spring housing- HF9LE / HD Pro Aluminum center with standard gear- PRF184 / 35 spline Pro Race axle package- P1007 .....	\$2,599
Mustang 1986-2004 housing- HF9M86ME / HD Pro Aluminum center with standard gear- PRF184 / 35 spline Pro Race axle package- P1007 .....	\$2,759
Mustang 2005-2014 housing- HF9M05ME / HD Pro Aluminum center with standard gear- PRF184 / 35 spline Pro Race axle package- P1007 .....	\$2,759

### Popular Options

Housing	Install back brace- H1128N .....	\$185
	Powder coat satin black- H1199P-BLK .....	\$159
Center Section	Option for Small stem Pro gear- Replace PRF184 with PRF188 .....	\$152
	Option for Large stem Pro gear- Replace PRF184 with PRF188 + OPRF05 .....	\$203
	Option for 9 1/2" Large stem Pro gear- Replace PRF184 with PRF188 + OPRF52 .....	\$322
Axles:	Option for 5/8" stud kit- Replace P1007 with P100758 .....	\$54
Brakes	S-Series disc brake kit installed.....	\$494
	Pro Race disc brake kit installed.....	\$624
	Dual Pro Race disc kit installed.....	\$1,045
	Sportsman Carbon disc brake installed.....	\$2,414

Brake kit prices include \$25 installation charge - See Brake Kit Section for More Brake Options



## Drag Race - 40 Spline Axles

Ford 9" bare housing without mounts- HF9E / HD Pro Aluminum center with upgrade * / 40 spline solid Pro Race axle package- P1016 .....	\$2,684
Ford 9" leaf spring housing- HF9LE / HD Pro Aluminum center with upgrade * / 40 spline solid Pro Race axle package- P1016 .....	\$2,784
Mustang 2086-2004 housing- HF9M86ME / HD Pro Aluminum center with upgrade * / 40 spline solid Pro Race axle package- P1016 .....	\$2,944
Mustang 2005-2014 housing- HF9M05ME / HD Pro Aluminum center with upgrade * / 40 spline solid Pro Race axle package- P1016 .....	\$2,944

\* HD Pro Aluminum center with standard gear- PRF184 with 40 spline spool upgrade- OPRF01

### Popular Options

Housing	Install back brace- H1128N .....	\$185
	Powder coat satin black- H1199P-BLK .....	\$159
Center Section	Option for Small stem Pro gear- Replace PRF184 + OPRF01 with PRF188 + OPRF01 .....	\$152
	Option for Large stem Pro gear- Replace PRF184 + OPRF01 with PRF188 + OPRF01 + OPRF05 .....	\$203
	Option for 9 1/2" Large stem Pro gear- Replace PRF184 + OPRF01 with PRF188 + OPRF01 + OPRF52 .....	\$322
Axles:	Option for Gun-drilled axles- Replace P1016 with P1014 .....	\$81
Brakes	S-Series disc brake kit installed.....	\$494
	Pro Race disc brake kit installed.....	\$624
	Dual Pro Race disc kit installed.....	\$1,045
	Sportsman Carbon disc brake installed.....	\$2,414

Brake kit prices include \$25 installation charge  
See Brake Kit Section for More Brake Kit Options



# 9" DRAG RACE

## FEATURING ULTRA CASE CENTER SECTION



**Ford 9" Bolt-in Assemblies/Bare:** Complete Ford 9" rear ends are a combination of a housing, center section, axle package, and brake kit. Since the possibilities are endless, it is necessary to choose all of the components and total them to arrive at your desired assembly. Whenever

a housing, center section, and axle package are ordered together, they are assembled as one unit and crated. Purchased brake kits can be installed for an additional \$25. In these examples, the brake kit prices include the \$25 charge.

Listed are a sample of possible combinations. Options for housing, center section, axle package, and brake kit, are listed within their respective sections.

Custom widths are available at no additional charge

### Drag Race - 35 spline axles

Ford 9" bare housing without mounts- HF9E / Ultra Case center with small stem pro gear- PRF205 / 35 spline Pro Race axle package- P1007 .....	\$2,729
Ford 9" leaf spring housing- HF9LE / Ultra Case center with small stem pro gear- PRF205 / 35 spline Pro Race axle package- P1007 .....	\$2,829
Mustang 1986-2004 housing- HF9M86ME / Ultra Case center with small stem pro gear- PRF205 / 35 spline Pro Race axle package- P1007 .....	\$2,989
Mustang 2005-2014 housing- HF9M05ME / Ultra Case center with small stem pro gear- PRF205 / 35 spline Pro Race axle package- P1007 .....	\$2,989

### Popular Options

Housing:	Install back brace- H1128N .....	\$185
	Powder coat satin black- H1199P-BLK .....	\$159
Center Section:	Option for Large stem pro gear- OPRF05 .....	\$51
	Option for 9 1/2" Large stem pro gear- OPRF52 .....	\$170
	Option for 1480 chrome moly yoke- OPRF20 .....	\$160
Axles:	Option for 5/8" stud kit- Replace P1007 with P100758 ....	\$54
Brakes	Pro Race disc brake kit installed.....	\$624
	Dual Pro Race disc brake kit installed.....	\$1,045
	Sportsman Carbon disc brake kit installed....	\$2,414

Brake kit prices include \$25 installation charge  
See Brake kit Section For More Brake Options







## Drag Race - 40 Spline Axles

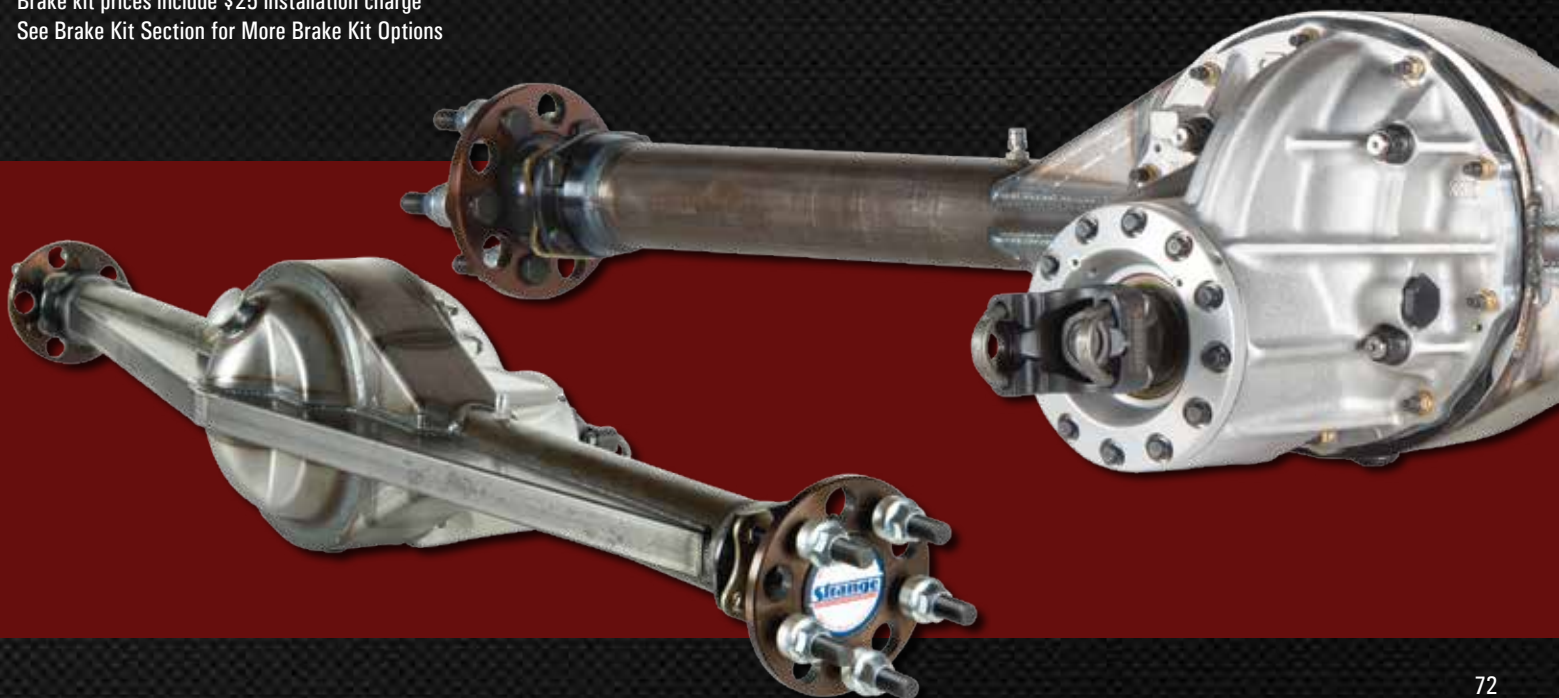
Ford 9" bare housing without mounts- HF9E / Ultra Case center with upgrade * / 40 spline solid Pro Race axle package- P1016 .....	\$2,914
Ford 9" leaf spring housing- HF9LE / Ultra Case center with upgrade * / 40 spline solid Pro Race axle package- P1016 .....	\$3,014
Mustang 1986-2004 housing- HF9M86ME / Ultra Case center with upgrade * / 40 spline solid Pro Race axle package- P1016 .....	\$3,174
Mustang 2005-2014 housing- HF9M05ME / Ultra Case center with upgrade * / 40 spline solid Pro Race axle package- P1016 .....	\$3,174

\* 3.250" bore Ultra Case center with small stem pro gear- PRF205 with 40 spline spool upgrade- OPRF01

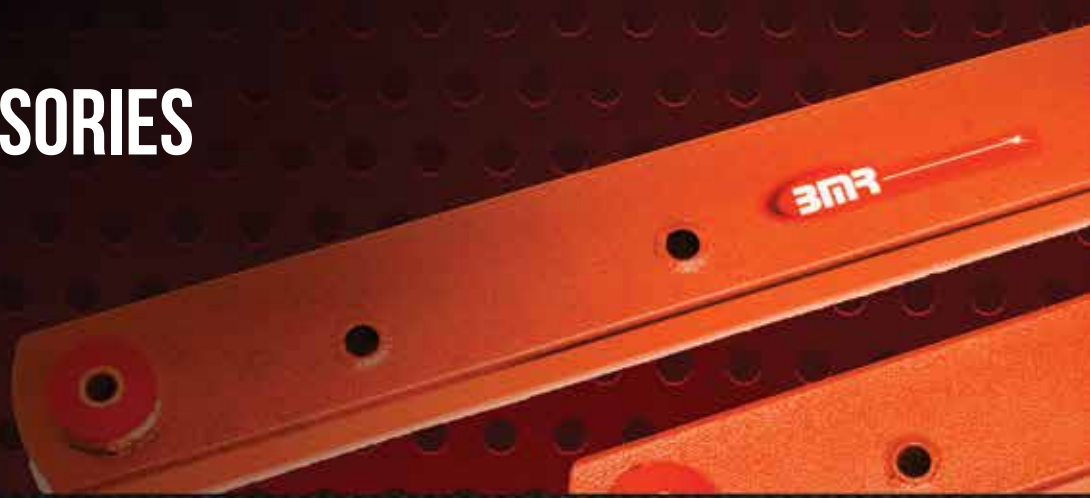
## Popular Options

Housing	Install back brace- H1128N .....	\$185
	Powder coat satin black- H1199P-BLK .....	\$159
Center Section	Option for Large Stem pro gear- OPRF05 .....	\$51
	Option for Large Stem pro gear and 3.812" bore case- Replace PRF205 + OPRF01 with PRF225 .....	\$62
	Option for 9 1/2" Large Stem pro gear- Replace PRF205 + OPRF01 with PRF225 + OPRF52 .....	\$232
	Option for 1480 chrome moly yoke- PRF20 .....	\$160
Axles	Option for Gun-drilled axles- Replace P1016 with P1014 .....	\$81
Brakes	Pro Race disc brake kit installed.....	\$624
	Dual Pro Race disc brake kit installed.....	\$1,045
	Sportsman Carbon disc brake kit installed....	\$2,414

Brake kit prices include \$25 installation charge  
See Brake Kit Section for More Brake Kit Options



# REAR END ACCESSORIES



**BMR Components:** Proudly made in the U.S.A. in a manufacturing facility near Tampa, Florida, American workers cut, bend, notch, drill, and mill components from American-made DOM and chrome moly steel. Then, every product is fixture-welded to maintain consistent quality. By manufacturing every product in house, BMR can control the quality at every stage of the

manufacturing process. BMR Suspension products fit and work so well because they are street driven and track tested on BMR project vehicles. This love of racing is demonstrated everyday in BMR's customer service, design innovation, and manufacturing quality.

## Ford

BMR-TCA019H	05-14 Mustang non-adjustable LCA with poly bushings-pr.....	\$140
BMR-CAB005H	05-14 Mustang bolt-on LCA relocation brackets-pr.....	\$150
BMR-UCM001H	05-14 Mustang upper control arm mount.....	\$150
BMR-UTCA017H	05-14 Mustang non-adjustable UCA with poly bushings-pr.....	\$130
BMR-UTCA019H	05-14 Mustang adjustable UCA with poly bushings-pr.....	\$180
BMR-DSL010H	05-14 Mustang front driveshaft safety loop- Will not fit GT500.....	\$110



BMR-TCA019H



BMR-CAB005H



BMR-UCM001H



BMR-UTCA017H



BMR-UTCA019H



BMR-DSL010H



BMR-DSL011H	05-14 Mustang rear driveshaft safety loop.....	\$160
BMR-TCA015H	99-04 Mustang non-adjustable LCA with poly bushings-pr.....	\$170
BMR-UTCA012H	79-04 Mustang non-adjustable UCA with poly bushings-pr.....	\$120
BMR-UTCA014H	79-04 Mustang adjustable UCA with poly bushings-pr.....	\$200
BMR-TCA014H	79-98 Mustang non-adjustable LCA with poly bushings-pr.....	\$170



BMR-DSL011H



BMR-TCA015H



BMR-UTCA012H



BMR-UTCA014H



BMR-TCA014H

# FLOATER KITS - DRAG RACE

**Drag Race Floater Kits:** Strange Drag Race floater kits coupled with a Strange 9"/9.50" Ultra Case assembly have become a standard for Pro Mod classes, Blown classes and other abusive drag racing applications. The floater kit provides excellent safety and durability for sportsman and professional drag racers. Each kit includes 4130 chrome moly spindles, steel drive plates, aluminum hubs, rotors, Timken bearings, seals, chrome-moly studs and steel lug nuts. Strange Drag Race floater kits are available in carbon or steel. Carbon kits include calipers and pads, while

steel kits require the calipers and pads to be purchased separately. Floater axles are not included with floater kits, but are available in either solid or gun drilled. Vehicles requiring a floater kit are under extreme forces. Due to the tremendous increase in torsional strength of a 40 spline axle in comparison to 35, Strange only offers 40 spline floater kits. Custom axles can be made with a smaller spline on the spool end if required, but axle torsional strength will be compromised.

F2206WC	5 1/2" Bolt circle Floater kit with carbon brake kit.....	\$4,995
F22065WC	5" Bolt circle Floater kit with carbon brake kit.....	\$4,895
F22064WC	4 3/4" Bolt circle Floater kit with carbon brake kit.....	\$4,895
F2206	5 1/2" Bolt circle Floater kit with steel brake rotors.....	\$2,636
F22065	5" Bolt circle Floater kit with steel brake rotors.....	\$2,536
F22064	4 3/4" Bolt circle Floater kit with steel brake rotors.....	\$2,536
B1855	Caliper & metallic pad kit for steel brakes- pr.....	\$369
A2040H24	Hy-Tuf gun drilled 40 spline floater axle- 24" or less- ea.....	\$198
A2040H28	Hy-Tuf gun drilled 40 spline floater axle- 24 1/8" to 28"- ea.....	\$214
A2040H32	Hy-Tuf gun drilled 40 spline floater axle- 28 1/8" to 32"- ea.....	\$231
A2040H36	Hy-Tuf gun drilled 40 spline floater axle- 32 1/8" to 36"- ea.....	\$249
A2140H24	Hy-Tuf solid 40 spline floater axle- 24" or less- ea.....	\$165
A2140H28	Hy-Tuf solid 40 spline floater axle- 24 1/8" to 28"- ea.....	\$179
A2140H32	Hy-Tuf solid 40 spline floater axle- 28 1/8" to 32"- ea.....	\$193
A2140H36	Hy-Tuf solid 40 spline floater axle- 32 1/8" to 36"- ea.....	\$208
A2040M*	300M gun drilled 40 spline floater axle- 20" or less- ea.....	\$385
A2040M24*	300M gun drilled 40 spline floater axle- 20 1/8" to 24"- ea.....	\$413
A2040M28*	300M gun drilled 40 spline floater axle- 24 1/8" to 28"- ea.....	\$440
A2040M32*	300M gun drilled 40 spline floater axle- 28 1/8" to 32"- ea.....	\$495
A2040M36*	300M gun drilled 40 spline floater axle- 32 1/8" to 36"- ea.....	\$523
A2140M*	300M solid 40 spline floater axle- 20" or less- ea.....	\$275
A2140M24*	300M solid 40 spline floater axle- 20 1/8" to 24"- ea.....	\$303
A2140M28*	300M solid 40 spline floater axle- 24 1/8" to 28"- ea.....	\$330
A2140M32*	300M solid 40 spline floater axle- 28 1/8" to 32"- ea.....	\$385
A2140M36*	300M solid 40 spline floater axle- 32 1/8" to 36"- ea.....	\$413

\* For extreme applications such as heavy high-powered drag radial vehicles, Strange strongly recommends 300M axles as they are 21% stronger than Hy-Tuf axles



## Current Replacement Parts

C1790	11" Carbon rotor.....	\$594
L4050H	Carbon pad- ea.....	\$150
F2056NL	Steel rotor- LH.....	\$154
F2056NR	Steel rotor- RH.....	\$154
B5020	Metallic pad- ea.....	\$17
F2056K	Hub seal.....	\$18
F2056I	Hub bearing- 4 3/4" & 5" (inner only) 5 1/2" (inner & outer).....	\$68
F2056J	Hub race- 4 3/4" & 5" (inner only) 5 1/2" (inner & outer).....	\$27
F1270	Hub bearing- 4 3/4" & 5" (outer).....	\$62
F1271	Hub race- 4 3/4" & 5" (outer).....	\$20
F2056M	Spindle nut wrench for 5 1/2" BC floater kit.....	\$44
F2058W	Spindle nut wrench for 4 3/4" & 5" BC floater kit....	\$33

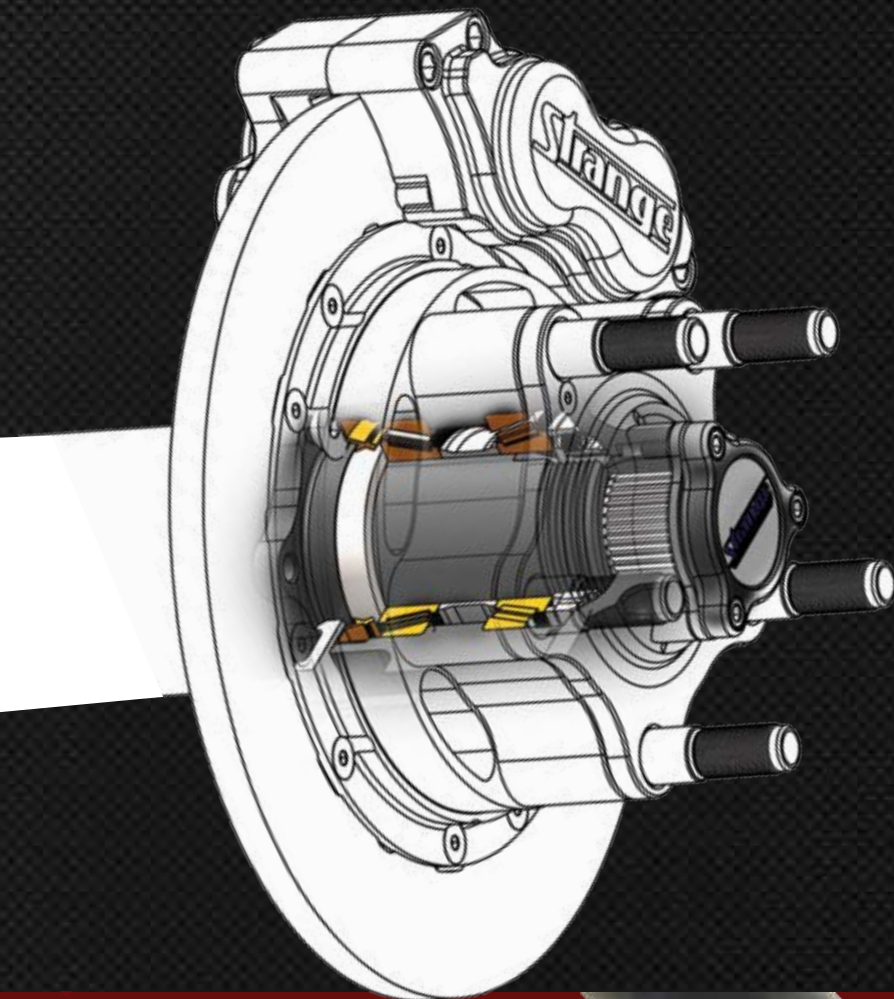
Redesign of drag race floater kits started in 2012

Replacement components are available for previous versions

Please call for available parts and pricing information



## Floater kit redesigned started in 2012 and features many key improvements



- Larger bearings allow for increased spindle wall thickness and provide additional load capacity
- Solid preload sleeve ensures proper preload of hub bearings
- Positive spindle lock system maintains bearing preload under severe conditions
- Minimized distance to wheel mounting surface decreases stress imposed on spindles
- Spindle radius increased to .500" vastly improving spindle integrity under bending loads
- Fully machined press-in wheel studs that eliminate stress risers and loosening of studs in hub
- Integral hub and rotor mounting lugs allow rotors to float and minimize components
- Hub lug design allows for simplified conversion between steel and carbon brakes
- Steel rotors increased in diameter and thickness to provide more braking capacity



# FLOATER KITS - PRO TOURING



**Pro Touring Floater Kits:** The Strange Pro Touring full floating kit design dramatically increases safety in comparison to a traditional flanged axle assembly. The floater spindle supports vehicle weight and resists cornering, braking, and accelerating loads, leaving the floater axle solely responsible for transmitting torque. A preload spacer between the tapered bearings bolsters maximum spindle nut torque eliminating bearing end play. Zero end play in the bearings eliminates piston knock-back encountered during hard cornering. Compact brake gap (3.50") clears most suspension

components located near original housing ends. The Strange Pro Touring floater kit features 2" O.D. chrome moly spindles, 35 spline drive plates, multiple patterns for 4 1/2", 4 3/4", and 5" bolt circles, and 1/2" x 20 press-in wheel studs. The floater axles and brake kit are sold separately. The axles are 35 spline to mate to the drive plate, and the inboard splines are made to match your specific carrier. The option for 5/8" x 18 press-in wheel studs also includes stud sleeves, lug nuts and washers. There are also options to adapt 2010 and earlier, or 2011 and later Mustang ABS systems.

F5010 Pro Touring floater kit- less axles and brakes..... \$1,100

## Options

OPRS14	Replace 1/2" studs with 5/8" stud kit.....	\$54
ABSF10	Adapt to accept 2010 and earlier Mustang ABS sensor.....	\$20
ABSF11	Adapt to accept 2011 and later Mustang ABS sensor.....	\$50
A1040H24	Hy-Tuf solid 35 spline floater axle- 24" or less- ea.....	\$143
A1040H28	Hy-Tuf solid 35 spline floater axle- 24 1/8" to 28"- ea.....	\$154
A1040H32	Hy-Tuf solid 35 spline floater axle- 28 1/8" to 32"- ea.....	\$165
A1040H36	Hy-Tuf solid 35 spline floater axle- 32 1/8" to 36"- ea.....	\$176
B2712WC	Wilwood Pro Touring brake kit / 11" rotors / for 15" beadlock wheels/ black calipers.....	\$895
B2711WC	Wilwood Pro Touring brake kit / 12.19" rotors / black calipers.....	\$895
B2711WCR	Wilwood Pro Touring brake kit / 12.19" rotors / red calipers.....	\$995
B2714WC	Wilwood Pro Touring brake kit / 14" rotors / black calipers.....	\$1,995
B2714WCR	Wilwood Pro Touring brake kit / 14" rotors / red calipers.....	\$2,095
N1948	Hub bearing (inner and outer)- ea.....	\$13
N1949	Hub race (inner and outer)- ea.....	\$10
F5056J	Hub seal.....	\$10
F5056W	Spindle nut wrench (included in floater kit).....	\$45





Compact brake gap  
(3.50" clears most suspension  
components located near  
original housing ends

4 piston calipers

5/8"-18 or 1/2"-20 press-in wheel studs

Internal Parking  
Brake

4-1/2", 4-3/4" or 5" bolt circles

2" O.D. Spindle

35 spline drive plate

Rigid full floating design  
dramatically increases safety  
in comparison to a traditional  
flanged axle assembly

Floater spindle supports vehicle weight  
and resists cornering, braking, and  
accelerating loads leaving the floater axle  
solely responsible for transmitting torque

Preload spacer between the tapered  
bearings bolsters maximum spindle nut  
torque eliminating bearing end play

Zero end play in the  
bearings eliminates piston  
knock-back encountered  
during hard cornering



# BRAKES TECHNICAL



Brakes are designed to decelerate and stop a vehicle in motion. By use of friction, they convert kinetic energy into heat and dissipate it into the atmosphere. Kinetic energy is the amount of energy stored in a vehicle in motion. The basic factors that effect this are weight and speed. A heavy car takes more power to get up to the same speed as a lighter car, but will have a greater amount of stored energy. Therefore, it has to dissipate more heat to come to a stop. Speed has even a larger influence since it is squared in the calculation for kinetic energy. A vehicle traveling at 120 mph, has four times the stored energy than when it was doing 60 mph. What may appear to be a mild increase in mph, causes a much greater burden on the braking system.

## MASTER CYLINDER SELECTION - PEDAL / HANDLE RATIO - PRESSURE

The 1.032" master cylinder is recommended for systems using single piston or two piston calipers up front, and four piston calipers in the rear. The 1.125" master cylinder is used with four piston calipers in both the front and rear. Brake pressure should always be checked with a brake pressure gauge before use. In disc brake applications used for drag racing only, front brake pressure should be 550 to 650 lbs and rear brake pressure 1,000 to 1,100 lbs. These pressures should be achieved with a lot of effort since they are at "lock-up" of the tires and the actual normal stopping pressures will be lower.

1.032" bore master cylinder: Pedal ratio- 5.5 to 1 / Handle ratio- 11 to 1

1.125" bore master cylinder: Pedal ratio- 6.5 to 1 / Handle ratio- 13 to 1

## MOUNTING

The master cylinder, pedal / handle assembly, and calipers should be rigidly mounted. Movement or flex of the mounting location can cause inconsistent or spongy brake feel. Regardless of the pedal ratio, the master cylinder push rod needs to be parallel with the master cylinder while maximum brake pressure is achieved. This will promote even loading and wear on the piston providing the longest life possible. The bleeder screws should be the highest part of the caliper so that air can escape during bleeding. If this is not possible, the calipers can be rotated for bleeding then reinstalled. The brake calipers and pads need to be square to the rotors to promote even pad wear, consistent pedal feel, and eliminate brake drag. Most Strange 4-piston calipers have staggered piston diameters, therefore, they are directional and the arrow on the caliper must point in the direction of normal rotation of the rotor.

## CALIPER SELECTION

Single piston front calipers are used for spindle mount wheels only. They should be used in vehicles weighing no more than 2,600 lbs that always deploy a parachute. Vehicles exceeding these limitations will experience poor pad life and will cause the rotors to overheat and warp. Two piston calipers are used in the front on vehicles with five lug wheels weighing up to 2,600 lbs. Four piston calipers are used in the front on vehicles with five lug wheels exceeding 2,600 lbs and in all rear applications.

## PAD SELECTION

Soft metallic pads are recommended for all front applications. They are also used in rear applications where the vehicle does not exceed 150 mph in the 1/4 mile. The medium and hard metallic pads are used in "rear only" applications exceeding 150 mph. Medium pads have a higher threshold before brake fade than the soft metallic, and are easier in the brake rotors than the hard pads. The hard metallic have the highest resistance to brake fade, but tend to transfer material onto the rotor surface that has to be occasionally removed. On vehicles requiring rear holding capability on the starting line to load torque converters or turbochargers, the soft metallic pads would be a better choice for the rear calipers since they hold better "cold" than the medium or hard metallic pads.

## PLUMBING

Braided stainless steel Teflon® lined hoses should be used only in flex applications, while 3/16" OD steel or stainless steel tubing should be used for the rest of the system. All lines should be firmly secured and isolated from vibration. All connections should be tight and NPT fittings sealed with Teflon® thread sealer. In applications where the master cylinder is mounted below the calipers, a 2 lb. residual pressure valve should be plumbed at the exit port(s) of the master cylinder. This keeps fluid from returning to the lowest point, the master cylinder, and pulling the caliper pistons back in their bores. If using a Strange master with drum brakes in the system, a 10 lb. residual valve must be installed in the line going to the drum brakes regardless of master cylinder location. When calipers or master cylinders are changed in an OEM system, the stock proportioning valve should be removed in favor of an adjustable proportioning valve. In most drag racing applications, it should be plumbed between the master cylinder and the front calipers to limit pressure. For street applications, or a system using disc front / drum rear, the proportioning valve would be plumbed between the master cylinder and the rear brakes. In either application, adjustments should be made to the valve in order to achieve the same braking threshold for front and rear brakes.





### BRAKE FLUID

It is recommended to use DOT 4, DOT 5.1, or a high performance glycol based brake fluid for the braking temperatures experienced during drag racing. When changing to a different brake fluid, completely flush the system in order to experience the benefits of a higher temperature rated fluid. DOT 5 (Silicone based) brake fluid is not recommended for racing applications for several reasons. It does not mix with other fluids requiring a complete system rebuild, it is slightly compressible giving a soft pedal, and it does not absorb water. Since it will not absorb water, when moisture enters the system it settles to the lowest point which in most cases is the brake calipers. At braking temperatures moisture easily boils causing a loss or lack of pedal. Brake fluid should be changed at the beginning of each season to remove the absorbed water and any other contaminants.

	Advantages	Disadvantages	Boiling Point	
			Dry	Wet
DOT 3	Inexpensive / Absorbs water / Mixes with DOT 4 & 5.1	Lowest boiling point / Eats paint	400	285
DOT 4	Higher boiling point / Absorbs water / Mixes with DOT 3 & 5.1	Eats paint	445	310
DOT 5	High boiling point / Does not eat paint	Does not absorb water / Water settles and causes corrosion Difficult to bleed / Will not mix with DOT 3, 4, & 5.1	500	355
DOT 5.1	High boiling point / Absorbs water / Mixes with DOT 3 & 4	More expensive / Eats paint	527	365

### BLEEDING

Fill the master cylinder reservoir with new DOT 4 or DOT 5.1 brake fluid. Start with the caliper furthest from the master cylinder and work your way to the caliper that is closest. Slide a clear plastic hose on the end of the bleeder screw. Open the bleeder screw approximately one turn and slowly depress and hold the brake pedal all the way down. Close the bleeder screw and release the brake pedal. Repeat this sequence until fluid comes out of the bleeder clear and free of air bubbles. Periodically check the fluid level in reservoir while bleeding and refill as necessary. After bleeding is complete, check entire system for leaks and the fluid level in the master cylinder.

### BEDDING PROCEDURE

A bedding procedure is necessary to avoid premature brake fade, uneven pad deposits on the rotors, pad and rotor damage, and provide the best braking performance and the longest component life. It consists of 8-10 brake applications increasing in harshness while allowing the brakes to cool slightly in between; do not apply or drag the brakes between stops. After the last stop, the brakes should be allowed to cool completely. The concept is to slowly cycle the brakes up to operating temperature and back down avoiding thermal shock. A transfer of pad material to the rotor surface occurs that coats and protects the rotor, creating the actual wear surface. For best results, new pads should be bedded with seasoned rotors and new rotors should be bedded with seasoned pads.

## Common Issues

### BRAKE DRAG

- Master cylinder piston not fully retracting
- Calipers not square to rotors
- Tapered brake pad material
- Incorrect residual pressure valve
- Using drum brake master with disc brakes
- Using factory proportioning / combination valve
- Defective line-lock
- Contamination of brake fluid within the calipers

### SOFT OR SPONGY PEDAL

- Pedal ratio too high
- Master cylinder bore too small
- Old brake fluid
- Air in system
- Deflecting caliper
- Caliper not square to rotor
- Too much flex line in system
- DOT 5 (Silicone) fluid in system

### PULSING PEDAL

- Warped rotors
- Rotor faces not parallel
- Excessive play in wheel bearings
- Tire / wheel assembly out of balance

### HARD PEDAL

- Pedal ratio too low
- Master cylinder bore too large
- Misalignment of master cylinder push-rod

# STEEL BRAKE KITS DRAG RACE ONLY



Strange Engineering steel brake kits have been the choice of bracket racers and NHRA & IHRA World Champions for decades.



**Calipers** **4 Piston Directional caliper** is standard in all front steel 4 piston, rear Pro Series, and Pro Series II brake kits. An aluminum caliper that features 1.750" and 1.625" piston bore sizes. Directional calipers allow pad loading and wear to be balanced against the natural changing temperatures across the pad face. Coupled with superior Strange caliper bridge-bolt strength, the dissimilar piston sizes allow for optimum braking, feel, and more consistent pad wear. The caliper also features anti-rattle clips and stainless steel pistons.

**4 Piston Non-Directional Caliper** is used in all S-Series rear brake kits. An aluminum caliper that features 1.750" piston bore sizes throughout. The S-Series caliper provides excellent bridge-bolt strength and increased clamping force. The caliper also features anti-rattle clips and stainless steel pistons.

**2 Piston Caliper** is standard in medium duty front brake kits. A fully machined aluminum caliper that features 1.750" piston bore sizes and is a lighter weight option, compared to 4 piston caliper, for vehicles under 2,600 lbs.

**Rotors** **Directional Slotted Rotors** are used in all brake kits except for the S-Series. The slots are precisely milled into the rotor surface to create a thermally stable braking surface with added benefits of reduced rotating weight and promoting braking consistency by eliminating pad glaze. The slots location, size, and shape were meticulously selected after field and dyno testing.

The slots provide a thermally stable rotor which vastly reduces distortion and/or warping of the rotor. Even though it would be far less expensive to offer only one slotted rotor, our testing clearly dictated the best slot design and placement required a rotational shaped slot; hence- directional rotors. The slot design also minimizes rotational weight. Unlike drilled rotors, the reduction in weight is achieved without sacrificing stability.

Strange one piece solid (pictured bottom middle) and slotted (pictured bottom right) rotors are fully machined from premium forgings (pictured bottom left)





Strange two-piece (floating design) rotor (pictured above) - unassembled for illustration only - all two-piece rotors are assembled by Strange

**One Piece Rotor** forging is used to produce all brake rotors except for Pro Series II. The one piece rotor is more expensive to manufacture when compared to most 2 piece rotors (**compared to traditional designed steel rotors that are bolted to an aluminum hats**). Most two piece steel rotors are taken from inferior steel burn-outs and require additional assembly after purchasing. The one piece forged steel rotor offers several advantages when compared to bolt together two piece designs: (1) Due to the strength of our one piece forged steel rotor, a considerable amount of weight is eliminated in the steel hat area (slotted version). Aluminum hats are .250" to .500" thick and are not lightened in the side of the hat. The Strange rotor is only .125" thick in the mounting surface and has additional lightening holes on side and top of the hat- which provides a stronger and, in most cases, the slotted version rotor is lighter than bolt together two piece designs. (2) Eliminates mounting bolts that conduce binding and require constant torquing and/or cumbersome safety wire. (3) Superior dissipation of heat created by braking- due to one integral design (4) Accommodates several axle bolt circles (5) Can be re-surfaced to eliminate brake pad material build-up.

**Two Piece Floating Rotor** is standard in front and rear Pro Series II brake kits. The already successful 2 piece floating rotors have been further refined. Racers have depended upon the proven two piece design since 2008, including world champion Gary Stinnett. Through further R&D the 2012 version features a proprietary steel that has increased yield strength by 43%, tensile by 30% and significantly improved resistance to warping and creep at high temperatures. The floating rotor design allows for axial and radial growth of rotor as temperature increases, which greatly reduces warping and coning tendencies. In addition, the design eliminates bolts to attach the hat and rotor, which can become loose, require safety wire and require assembly. The rotor hat is fully machined from an aluminum forging, which results in a strong, lightweight and provides an ideal wheel mounting surface. The two-piece rotor, when compared to the already lightweight forged steel rotor, is .60 lbs lighter per corner (1.20 lbs per pair). The two piece rotor is ideal for weight reduction and/or the most abusive braking conditions.

Two-Piece hat (pictured right) - Fully machined from forged aluminum. The attention to detail is seen in the lightening grooves and pockets. The unique lug design permits axial and radial growth of the rotor.



# STEEL BRAKE KITS DRAG RACE ONLY



Billet aluminum caliper mounts - tailored to your application.

All Strange 4-piston and 2-piston Pro Race front brake kits feature a scalloped and drilled aluminum hub to ensure the greatest weight reduction

Brake pads are offered in soft, medium, and hard designations

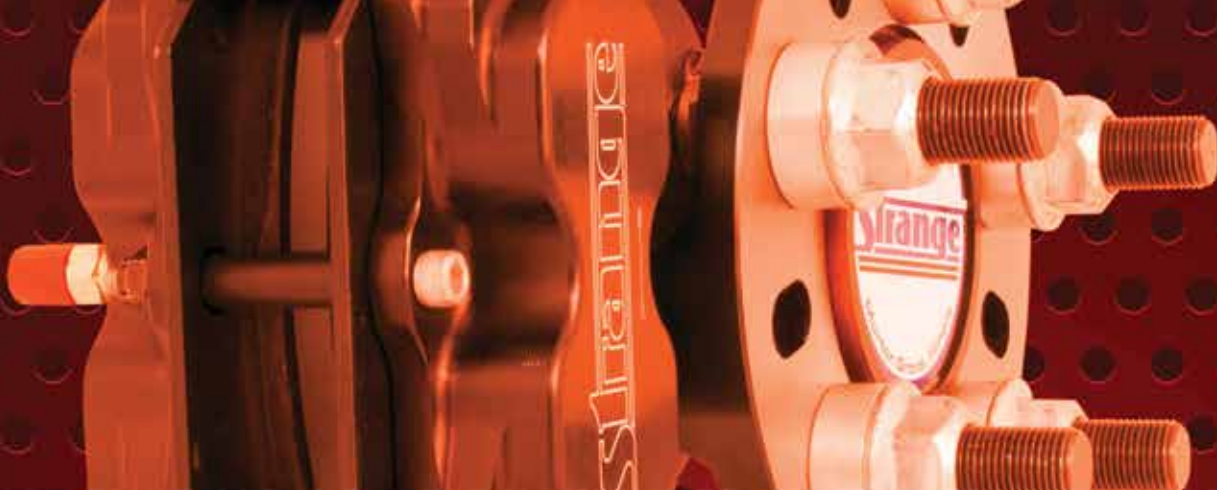
**Soft** pads are used in all front brake kits and are one of three options in rear kits. They have excellent starting line holding capabilities with decent resistance to brake fade. In rear applications, they are best suited in vehicles traveling less than 150 mph.

**Medium** pads are for rear applications and offer a much greater resistance to brake fade. They do sacrifice significantly on cold holding capabilities.

**Hard** pads have an equally high fade resistance as the medium pad, but have a better cold holding ability. They do have a tendency to leave pad material deposits on the rotor surface which will eventually need to be removed when pads are replaced.



**S-Series rear kit** is an economical alternative to the Pro Race brake kits. S-series rear drag race brake kits include: Forged aluminum 4-piston calipers with 1.75" diameter pistons, extra thick .430" solid forged rotors, billet caliper mounts, necessary mounting hardware and soft metallic pads. Optional pads are available at the same price. Use suffix "H" for medium or "M" for hard metallic pads. (I.E. B6700WCH) The S-series brake kit weighs 29.10 lbs compared to 23.70 lbs for the Strange Pro Race brake kit. The Pro Race slotted rotor weighs 7.3 lbs, while the S-Series solid rotor weighs 10 lbs.



**Pro Series II rear kit** (pictured above) The already successful Pro Series II, two-piece floating rotor design, brake kit has been improved. Racers have depended upon the proven 2 piece design since 2008, including world champion Gary Stinnett. In 2012, rotor material was changed to feature a proprietary steel that increased yield strength by 43%, tensile by 30% and significantly improved resistance to warping and creep at high temperatures. The rotor and hat design allows for axial and radial growth of rotor as temperature increases, which greatly reduces warping and coning tendencies. In addition, it eliminates any bolts to attach the hat to the rotor which can become loose, require safety wire and additional labor. Pro Series II rear kits, when compared to the already lightweight Pro Series kit, is 1.20 lbs lighter. Every kit features Strange 4-piston directional calipers (1.625" / 1.750" bores) with stainless steel pistons, caliper o-rings designed to minimize drag, billet aluminum caliper mounts, choice of brake pads (soft, medium, or hard metallic) and mounting hardware. Dual calipers are optional. Brake kit weighs only 22.10 lbs with soft metallic pads.

**Pro Series rear kit** (pictured right with dual caliper option) The rear kit features Strange forged steel one piece rotor, which is far superior to common bolt together two piece rotors in weight reduction, strength and longevity. All Strange Pro Race rotors are slotted. Slotting was developed by Strange to minimize warpage, while maximizing weight reduction. Every kit features the sought after Strange 4-piston directional calipers. The directional calipers accomplishes superior bridge bolt strength at only 2.70 pounds. Strange directional calipers feature 1.750" and 1.625" OD stainless steel pistons to assure optimal pad wear and exceptional pedal / handle feel. Every Strange caliper is internally ported and are designed to assist piston retraction. Brake kit weighs only 23.70 lbs with soft metallic pads.



# STEEL FRONT BRAKE KITS DRAG RACE ONLY



**Strange Medium Duty front kits** come standard with Strange 2-piston calipers and would be a lighter option in comparison to the 4-piston calipers found in Heavy Duty kits. Medium Duty brakes are offered for Strange aluminum struts that utilize 5 lug bolt-on wheels. The kits include forged slotted steel rotors, calipers, soft metallic pads, billet caliper mounts, forged aluminum hubs, bearings, races, seals, and 1/2" stud kit. Other medium duty kits do not include hubs and bearings as the stock hubs need to be reused. Two piston calipers are a weight reduction option for vehicles under 2,600 pounds. Two piston brake kits are 5 lbs lighter, compared to 4-piston.



B4110WC pictured above - is a typical 4-piston front brake kit; however, kits vary per application

## Strange Heavy Duty Front Brake Kits

Strange Heavy Duty front brake kits offer a tremendous weight savings over OEM brake components. The entire Pro Series 4-piston brake kit, with forged slotted rotors, weighs only 33.50 lbs. The Pro Series II, featuring 2 piece floating rotors, weighs 32.50 lbs. Both kit weights include bearings, hubs, rotors, pads, calipers, pads, etc... Strange Engineering's brake kits are unsurpassed in detail. One example of our unparalleled attention to detail is evident in our hub design. Each hub has one bolt circle. Instead of adding an additional bolt circle, the hub is scalloped and lightening holes are milled to reduce rotating weight. The hub cap is fully machined and hollowed out to maximize weight reduction. We feel that the extra effort into weight reduction is expected from customers who want a premium quality Drag Racing brake kit.

Typical Heavy Duty front kits Include: Strange 4-piston billet directional calipers, soft metallic pads, forged slotted steel rotors, scalloped aluminum hubs with Timken® bearings and races, seals, studs, billet aluminum mounts, and necessary mounting hardware.



# STEEL FRONT BRAKE KITS

## DRAG RACE ONLY



### APPLICATIONS

MAKE	MODEL	YEAR	OEM	PART#	TYPE	BOLT CIRCLE	PRICE	NOTES	
FORD	FAIRLANE	66-69	DRUM	B4135WC	HEAVY DUTY	4 1/2"	\$795		
		66-69	DRUM	B4134WC	HEAVY DUTY	4 3/4"	\$795		
	FAIRMONT	81-83	DISC	B4142WC	HEAVY DUTY	4 3/4"	\$795		
		FALCON	66-69	DRUM	B4135WC	HEAVY DUTY	4 1/2"	\$795	
	66-69		DRUM	B4134WC	HEAVY DUTY	4 3/4"	\$795		
	FORD	42-48	DRUM	B4176WC	HEAVY DUTY	4 3/4"	\$835		
	MAVERICK	1972	DRUM	B4136WC	HEAVY DUTY	4 3/4"	\$795		
	MUSTANG*	1965	DRUM	B4135WC	HEAVY DUTY	4 1/2"	\$795	* 289 Hardtop only	
		1965	DRUM	B4134WC	HEAVY DUTY	4 3/4"	\$795	* 289 Hardtop only	
	MUSTANG II		67-69	DRUM	B4135WC	HEAVY DUTY	4 1/2"	\$795	
			67-69	DRUM	B4134WC	HEAVY DUTY	4 3/4"	\$795	
			70-73	DRUM	B4132WC	HEAVY DUTY	4 1/2"	\$795	
			70-73	DRUM	B4133WC	HEAVY DUTY	4 3/4"	\$795	
			74-78	DISC	B4140WC	HEAVY DUTY	4 3/4"	\$795	
			74-78	DISC	B4141WC	HEAVY DUTY	4 1/2"	\$795	
		MUSTANG		82-86	DISC	B4142WC	HEAVY DUTY	4 3/4"	\$795
	82-86			DISC	B4143WC	HEAVY DUTY	4 1/2"	\$795	
			87-93	DISC	B4142WC	HEAVY DUTY	4 3/4"	\$795	FOR 4 CYL SPINDLES
			87-93	DISC	B4143WC	HEAVY DUTY	4 1/2"	\$795	FOR 4 CYL SPINDLES
	INCLUDES COBRA		87-93	DISC	B4144WC	HEAVY DUTY	4 3/4"	\$795	FOR 8 CYL SPINDLES
	INCLUDES COBRA	87-93	DISC	B4145WC	HEAVY DUTY	4 1/2"	\$795	FOR 8 CYL SPINDLES	
	PINTO		94-04	DISC	B4446WC	MEDIUM DUTY	4 1/2"	\$549	MUST REUSE STOCK HUBS
			05-14	DISC	B4148WC	HEAVY DUTY	4 1/2"	\$695	MUST REUSE STOCK HUBS
			05-14	DISC	B4152WC	HEAVY DUTY	4 1/2"	\$895	
			71-72	DRUM	B4136WC	HEAVY DUTY	4 3/4"	\$795	
			71-72	DISC	B4138WC	HEAVY DUTY	4 3/4"	\$795	
	RANCHERO		74-80	DISC	B4140WC	HEAVY DUTY	4 3/4"	\$795	
			74-80	DISC	B4141WC	HEAVY DUTY	4 1/2"	\$795	
			67-69	DRUM	B4135WC	HEAVY DUTY	4 1/2"	\$795	
			67-69	DRUM	B4134WC	HEAVY DUTY	4 3/4"	\$795	
THUNDERBIRD		82-86	DISC	B4142WC	HEAVY DUTY	4 3/4"	\$795		
		82-86	DISC	B4143WC	HEAVY DUTY	4 1/2"	\$795		
		87-88	DISC	B4142WC	HEAVY DUTY	4 3/4"	\$795	FOR 6 & 8 CYL SPINDLES	
		87-88	DISC	B4143WC	HEAVY DUTY	4 1/2"	\$795	FOR 6 & 8 CYL SPINDLES	
		87-88	DISC	B4144WC	HEAVY DUTY	4 3/4"	\$795	FOR 4 CYL SPINDLES	
		87-88	DISC	B4145WC	HEAVY DUTY	4 1/2"	\$795	FOR 4 CYL SPINDLES	
MERCURY	COMET	66-69	DRUM	B4135WC	HEAVY DUTY	4 1/2"	\$795		
		66-69	DRUM	B4134WC	HEAVY DUTY	4 3/4"	\$795		
	COUGAR	67-69	DRUM	B4135WC	HEAVY DUTY	4 1/2"	\$795		
		67-69	DRUM	B4134WC	HEAVY DUTY	4 3/4"	\$795		
		81-88	DISC	B4142WC	HEAVY DUTY	4 3/4"	\$795		
		81-88	DISC	B4143WC	HEAVY DUTY	4 1/2"	\$795		

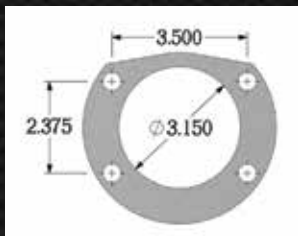
To order brake kit with two piece rotors- Include "2" at the end of the part number (i.e. B4143WC2)  
Add \$100 to prices shown for medium and heavy duty kits



# STEEL REAR BRAKE KITS DRAG RACE ONLY

All brake kits include soft metallic pads. Medium and hard metallic pads are optional and are offered at no additional cost. Pro Series II kits, featuring two-piece floating rotors, are available for all rear kits except Small Ford. **The Pro Series II kit is \$100 more than the price shown for the Pro Series.**

To order a kit with medium metallic pads add the suffix "H" (I.E. B1706WCH - \$595). With hard metallic pads add "M" (B1706WCM - \$595). For a Pro Series II kit add the suffix "2" and add \$100 to the price. (B1706WC2 - \$695). For both options, add "H2" or "M2" to the suffix. (B1706WCH2 or B1706WCM2 - \$695)



**Ford (Early Big Ford)**

**B1707WC** Pro Series rear steel brake kit  
For Early Big Ford housing ends - F= 2.500"... **\$595**

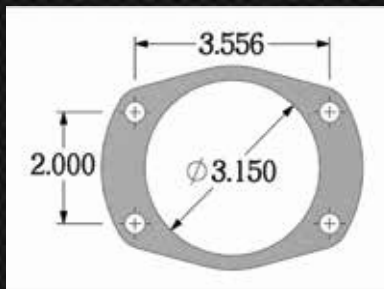
**B1707WCD** Pro Series rear steel **DUAL** caliper brake kit  
For Early Big Ford housing ends - F= 2.500"... **\$1,020**

**B1708WC** Pro Series rear steel brake kit  
For Early Big Ford housing ends - F= 2.3325"... **\$595**

**B1708WCD** Pro Series rear steel **DUAL** caliper brake kit  
For Early Big Ford housing ends - F= 2.3325"... **\$1,020**

**B6707WC** S-Series (non-slotted rotor) rear steel brake kit  
For Early Big Ford housing ends - F= 2.500"... **\$469**

**B6708WC** S-Series (non-slotted rotor) rear steel brake kit  
For Early Big Ford housing ends - F= 2.3325"... **\$469**

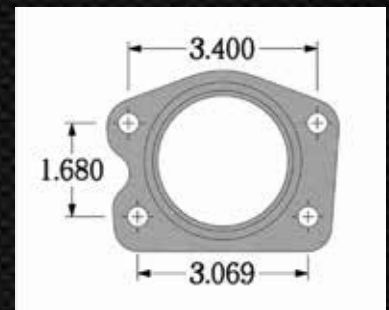


**Ford (Late Big Ford)**

**B1706WC** Pro Series rear steel brake kit  
For Late Big Ford housing ends - F= 2.500"... **\$595**

**B1706WCD** Pro Series rear steel **DUAL** caliper brake kit  
For Late Big Ford housing ends - F= 2.500"... **\$1,020**

**B6706WC** S-Series (non-slotted rotor) rear steel brake kit  
For Late Big Ford housing ends - F= 2.500"... **\$469**

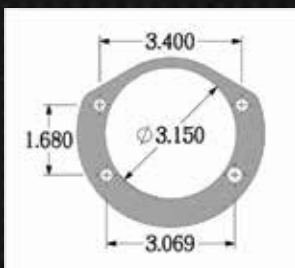


**Ford (8.8") Mustang**

**B1714WC** Pro Series rear steel brake kit  
For OEM 8.8" Mustang housing ends using Strange axles & c-clip eliminator kit - F= 2.500"... **\$595**

**B1714WCD** Pro Series rear steel **DUAL** caliper brake kit  
For OEM 8.8" Mustang housing ends using Strange axles & c-clip eliminator kit - F= 2.500"... **\$1,020**

**B6714WC** S-Series (non-slotted rotors) rear steel brake kit  
For OEM 8.8" Mustang housing ends using Strange axles & c-clip eliminator kit - F= 2.500"... **\$469**

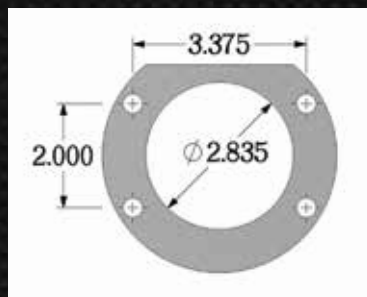


**Ford (Strange 8.8"/ 3.150")**

**B1715WC** Pro Series rear steel brake kit  
For Strange H1138 housing ends - F= 2.500"... **\$595**

**B1715WCD** Pro Series rear steel **DUAL** caliper brake kit  
For Strange H1138 housing ends - F= 2.500"... **\$1,020**

**B6715WC** S-Series (non-slotted rotor) rear steel brake kit  
For Strange H1138 housing ends - F= 2.500"... **\$469**



**Ford (Small Ford)**

**B1712WC** Pro Series rear steel brake kit  
For Small Ford housing ends - F= 2.625"... **\$595**

**B6712WC** S-Series (non-slotted rotor) rear steel brake kit  
For Small Ford housing ends - F= 2.625"... **\$469**

# STEEL REAR BRAKE KIT COMPONENTS



## Strange 4-Piston Caliper Kits

The Strange 4-piston directional caliper accomplishes superior bridge bolt strength at only 2.70 pounds. Strange directional calipers feature 1.750" and 1.625" OD stainless steel pistons to assure optimal pad wear and exceptional pedal/handle feel.

Strange S-Series (non-directional) calipers are equipped with 1.750" OD stainless steel pistons and are designed to fit .430" thick S-Series rotors.

Every Strange caliper is internally ported and include .100" square o-rings to assist piston retraction. The piston sealing square o-rings provide excellent piston retraction as well as superior fluid retention. Kits include calipers, pads, and necessary hardware.

## Strange 2-Piston Caliper Kit

Manufactured from aircraft quality aluminum and machined to exacting tolerances. This caliper kit is recommended for vehicles weighing under 2,600 lbs.



**B1850** Directional 4-piston calipers with soft metallic pads and mounting hardware. Mounting bolt holes are on 5.250" centers... **\$369 kit**

**B1853** Directional 4-piston calipers with med metallic pads and mounting hardware. Mounting bolt holes are on 5.250" centers... **\$369 kit**

**B1855** Directional 4-piston calipers with hard metallic pads and mounting hardware. Mounting bolt holes are on 5.250" centers... **\$369 kit**

**B6850** S-Series 4-piston (non-directional) calipers with soft metallic pads and mounting hardware. Mounting bolt holes are on 5.250" centers... **\$323 kit**

**B6853** S-Series 4-piston (non-directional) calipers with med metallic pads and mounting hardware. Mounting bolt holes are on 5.250" centers... **\$323 kit**

**B6855** S-Series 4-piston (non-directional) calipers with hard metallic pads and mounting hardware. Mounting bolt holes are on 5.250" centers... **\$323 kit**

**B1825** 2-piston calipers with soft metallic pads and mounting hardware mounting bolt holes are on 3.250" centers... **\$195 kit**



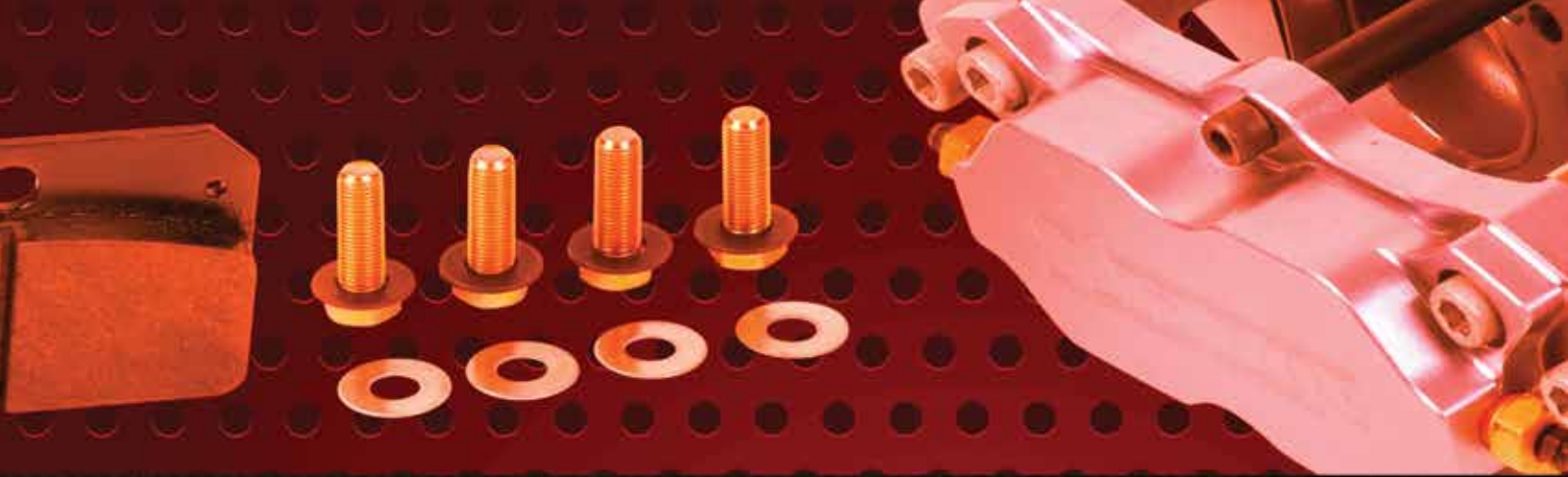
## Strange Replacement Rotors

**B2786R** Pro Series II two piece 10" slotted rotor for Strange Ultra Strut, Anglia style spindle, and Strange Aluminum Strut using single piston caliper with 1.00" offset rotor - RH side... **\$250**

**B2786L** Pro Series II two piece 10" slotted rotor for Strange Ultra Strut, Anglia style spindle, and Strange Aluminum Strut using single piston caliper with 1.00" offset rotor - LH side... **\$250**

Two piece rotor is supplied as a rotor and hat assembly

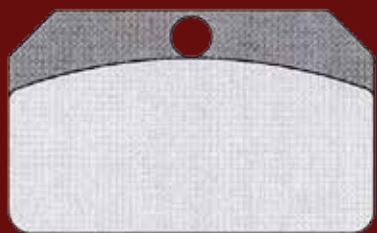




**B2510** For Strange two piston caliper



**B5010 / B5020 / B5022**  
For Strange four piston caliper



- B2790** S-Series 11.250" (non-slotted) .430" thick rotor for Strange S-Series brake kits... **\$95**
- B2792** Strange 11.250" slotted rotor for Strange Pro Series rear brakes (excluding Live Axle & floater applications) - RH side... **\$137**
- B2793** Strange 11.250" slotted rotor for Strange Pro Series rear brakes (excluding Live Axle & floater applications) - LH side... **\$137**
- B2794R** Pro Series II two-piece 11.250" slotted rotor for Strange Pro Series II rear brakes (excluding Live Axle & floater applications) - RH side... **\$195**

- B2794L** Pro Series II two-piece 11.250" slotted rotor for Strange Pro Series II rear brakes (excluding Live Axle & floater applications) - LH side... **\$195**
- B2795** Strange tapered 11.250" slotted rotor for medium and heavy duty front brake kits - RH side... **\$137**
- B2796** Strange tapered 11.250" slotted rotor for medium and heavy duty front brake kits - LH side... **\$137**

Two piece rotor is supplied as a rotor and hat assembly

**Calipers, Pads, & Rebuild Kits**

- B2560** Strange 2-piston caliper 3.250" bolt centers... **\$90**
- B5001** Strange S-Series 4-piston (non-directional) caliper 5.250" bolt centers... **\$139**
- B5002** Strange Pro Series 4-piston directional caliper 5.250" bolt centers - RH side... **\$159**
- B5004** Strange Pro Series 4-piston directional caliper 5.250" bolt centers - LH side... **\$159**
- B2510** Pad for Strange single and 2-piston caliper For steel rotors... **\$9**
- B5010** Pad for Strange 4-piston caliper Soft metallic... **\$17**
- B5022** Pad for Strange 4-piston caliper Medium metallic... **\$17**
- B5020** Pad for Strange 4-piston caliper Hard metallic... **\$17**
- B2607** O-ring kit for late Strange 2-piston caliper using stainless steel pistons - 96 to pres... **\$5**
- B2605** O-ring kit for early Strange 2-piston caliper using aluminum pistons - Pre 96... **\$5**
- B5109** O-ring kit for Strange Pro Series 4-piston caliper Directional - 1.625" / 1.750" bores... **\$9**

- B5109R** O-ring kit for Strange Pro Series 4-piston caliper Directional - Low Drag conversion... **\$9**
- B5106** O-ring kit for Strange S-Series 4-piston caliper Non-directional - 1.750" bores... **\$9**
- B5106R** O-ring kit for Strange S-Series 4-piston caliper Non-directional - Low Drag conversion... **\$9**
- B5105** O-ring kit for early Strange 4-piston caliper Various o-rings for all versions - Pre 96... **\$11**

Rebuild kits service one caliper / Brake pads are sold as each

# CARBON REAR BRAKE KITS



The Strange Pro Race 11" carbon brake kit was developed to satisfy one of the most demanding and competitive racers in NHRA history- Warren Johnson. After not being satisfied with other braking systems in the industry, he approached Strange Engineering to develop a carbon brake system to meet his stringent expectations. After intensive field testing and Warren's valued input, the result was a carbon system that surpassed his expectations. Strange 11" carbon has evolved beyond its competition and is widely used by past, present and future World Champions. The following are highlights of the Strange Pro Race Carbon kit.

**(1) Ultra Caliper**- This caliper offers the following improvements to the already race proven Strange directional caliper:

(A) Incorporates a unique two piece piston design, combining the exceptional thermal insulating characteristics of 303 stainless steel with the lightweight properties of aluminum. The result is substantially reduced heat transfer to the brake fluid, preventing boiling when the rotors become extremely hot. This design also eliminates heat shields which, if not periodically replaced, eventually warp causing brake drag and a spongy pedal.

(B) Stainless steel bushing to eliminate all shims and washers- Time is valuable between rounds- therefore, we eliminated all spacers, washers and shims. The Ultra Caliper has a stainless steel flanged bushing that is pressed into each caliper mounting hole by Strange. The bushing guides the mounting bolt as well as provides a flat and wear-free mounting surface for the caliper mounting bolt.

**(2) The least amount of rotating & static weight**- The entire assembled rear 11" carbon brake kit weighs only 14.95 lbs. One 11" carbon disc weighs a meager 1.68 lbs. After being assembled on an aluminum rotor hat still only weighs 3.10 lbs. An individual carbon pad weighs .20 pounds.

**(3) 11" carbon rotors and carbon pads**- The 11" carbon rotors are .50" smaller than other kits on the market. This generates heat more quickly than 11.50" carbon, providing optimum braking for Pro and Sportsman racers. The 11" carbon also provides the lightest rear disc weight on the market at a mere 1.68 lbs for the disc alone, and 3.10 lbs for the disc mounted to the aluminum hat. The less cumbersome rotor is more conveniently removed when making adjustments to the rear of the vehicle. Each brake pad has been slotted to allow carbon dust to escape, improving rotor and pad longevity.

**(4) Aluminum carbon rotor hat**- The carbon rotor hat withstands the intense heat created by the release of energy through the braking system. They are manufactured from a heat resistant aluminum and hard coated to further insulate the material. By incorporating separate aluminum retaining rings, loads from the rotor mounting bolts are evenly spread across the surface.



**Strange Pro Race Rear Carbon Kits include the following:**

Ultra calipers, billet aluminum caliper mounts, mounting hardware, 11" carbon rotor assemblies, and slotted carbon brake pads.

**C18084UC** For Early Big Ford housing ends 4.75" BC - F= 2.332"... \$2,695

For 5" BC - Replace "4" with "5" in the part number (I.E. C18005UC)

**C18104NBUC** For Strange L5500SBB housing ends 4.75" BC - F= 2.351" Mounts not included... \$2,590

The 11" Sportsman Carbon rear brake kits feature the same carbon rotors as our Pro Carbon brake kits. The Sportsman kit surpasses the performance and wearing characteristics of our competitors higher priced, "top of the line" brake kits, while still maintaining an attractive price.

- Complete kit weighs 15.1 lbs.
- 11" rotor mounted on an aluminum hat weighs only 3.10 lbs - Less rotating weight
- Improved braking performance while providing maximum weight reduction
- Eliminates rotor warpage & drag - Common with steel and cast iron rotors
- Directional calipers with premium heat shields - Controls pad taper & blocks heat transfer
- Shields supplied in .024" & .060" - Use as shims for wear ensuring pistons do not over extend

**Strange Sportsman Carbon Rear Kits include:** Directional calipers, aluminum caliper mounts, hardware, heat shields, 11" carbon rotors and carbon brake pads.

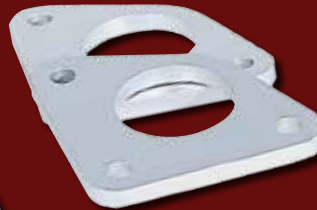
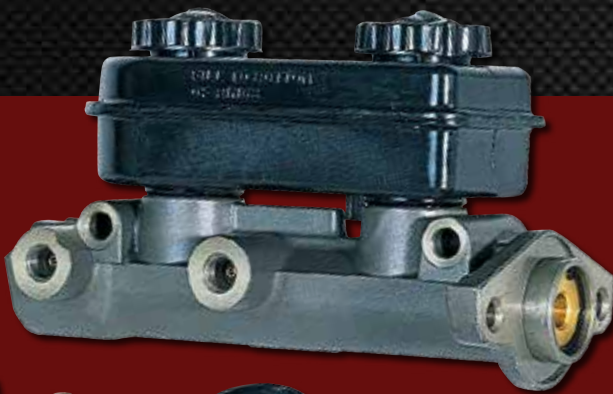
**C17084WC** For Early Big Ford housing ends 4.75" BC - F= 2.332"... \$2,389



# MASTER CYLINDERS, VALVES, BRAKE GAUGE & BRAKE FITTINGS



The Strange dual in-line master cylinder is ideal for sportsman classes requiring four wheel braking. The 1.032" bore master cylinder should be used if single piston or 2-piston calipers are used for the front and 4-piston on the rear. The 1.125" bore master cylinder will allow optimum volume and pressure for vehicles using 4-piston calipers front and rear.



- Strange aluminum body
- Economical
- Includes hard-line fittings
- Holes provided for side mount application
- Both front and rear outlets are tapped 1/2-20

B3360 pictured

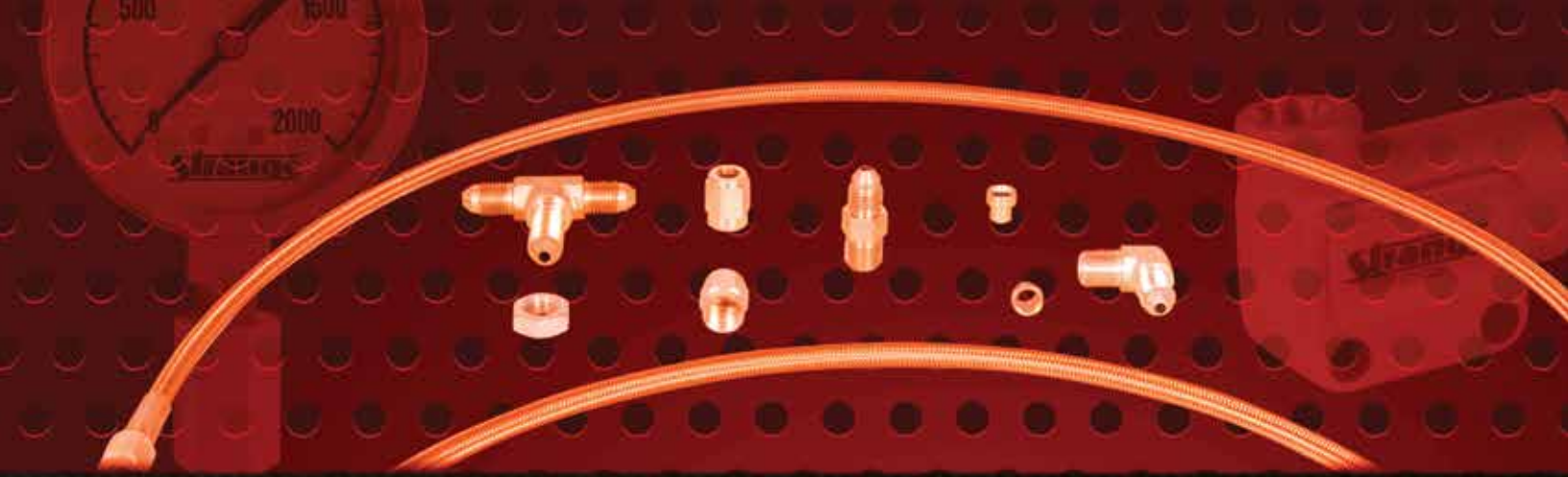
**B3359** 1.125" bore master cylinder with mounting hardware... \$99

**B3359TA** 1.125" bore master cylinder without mounting hardware... \$85

**B3360** 1.032" bore master cylinder with mounting hardware... \$99

**B3360TA** 1.032" bore master cylinder without mounting hardware... \$85





The B-3369 can replace an OEM non-adjustable proportioning valve or used in new vehicle construction. Any brake system needs to be properly proportioned to effectively stop a vehicle. Drag race applications commonly have a much greater tire contact area on the rear tire in comparison to the front. The adjustable proportioning valve is installed into the front brake line, reducing front pressure until the desired front to rear bias is achieved. Street vehicles typically install the valve into the rear brake line, allowing reduction in rear brake pressure. A brake pressure gauge, such as the P2360, should be used to check pressures front and rear before the vehicle is driven. The adjustable proportioning valve will not increase line pressure, it can only reduce. The B-3369 is threaded 1/8" NPT.



**B3369** Adjustable proportioning valve ... \$49

External residual pressure valves are used when the master cylinder is mounted at or below the level of the calipers or when drum brakes are used. If not, a long pedal travel and poor braking can occur. The valve maintains a low pressure of fluid between the valve and the brake caliper or wheel cylinder. This keeps the pads or shoes ready to move as soon as the pedal is depressed. Drum brakes need a 10 lbs valve to keep the wheel cylinder cups expanded. Disc brake applications require a 2 lbs valve only when the master cylinder is mounted at or below the level of the calipers. External residual valves are best installed as close as possible to the master cylinder. Each valve is manufactured from billet aluminum and is tapped 1/8" NPT on both ends.



**B3366** 2 lbs external pressure valve ... \$22     **B3367** 10 lbs external pressure valve ... \$22

The P2360 gauge accurately measures brake line pressure. Without proper brake pressure, even quality braking systems can be rendered significantly less effective. This gauge verifies pressure and is essential for trouble shooting brake system problems. The Strange pressure gauge makes it easier to determine appropriate changes in pedal ratio or to select the proper master cylinder bore size. Each gauge is shipped with a bleeder adapter for further convenience.



**P2360** Brake pressure gauge & adapter ... \$32

 P-2300	 P-2322	 P-2334	 P-2355
 P-2316	 P-2332	 P-2337	 P-2356
 P-2318	 P-2333	 P-2336	 P-2357

### Brake Fittings

- P2316** 3 AN x .125" NPT adapter ..... \$2
- P2318** 3 AN coupling nut ..... \$1
- P2319** 3 AN coupling nut sleeve ..... \$1
- P2322** 3 AN x .125" NPT 90° adapter ... \$5
- P2323** 3 AN x .125" NPT 45° adapter ... \$8
- P2332** 3 AN bulkhead union ..... \$5
- P2333** 3 AN bulkhead tee on branch ..... \$15
- P2334** 3 AN bulkhead tee on run ..... \$15

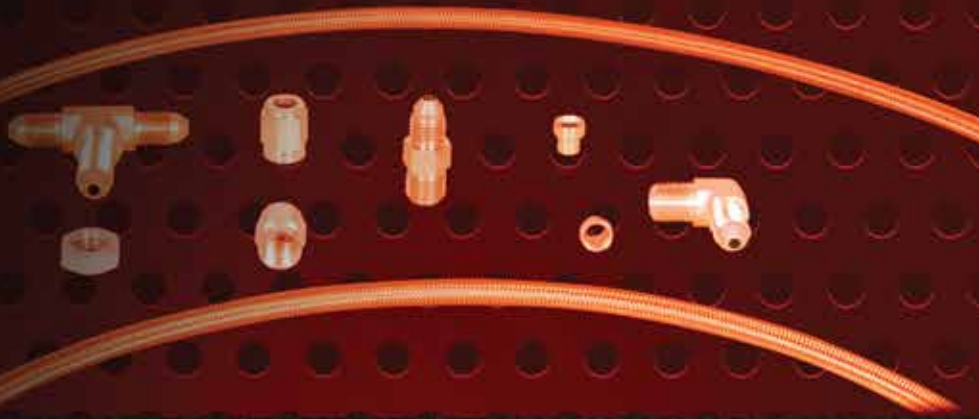
- P2335** Nut for 3 AN bulkhead fitting ... \$1
- P2336** 3 AN x .125" NPT tee on run ... \$13
- P2337** 3 AN bulkhead 90° elbow ..... \$15

- P2339** Weld-on bracket for bulkhead fitting- For round tubing ... \$3
- P2356** 3 AN x 1/2-20 adapter for Strange B3360 / B3359 ..... \$9
- P2357** 3 AN x 9/16-20 master cylinder adapter ..... \$9

# BRAKE LINE & KITS

## REAR BRAKE KITS

### STREET/TRACK



### Brake Line and Kits



- P2338 3/16" steel brake line - 25 ft roll... \$31 P2338
- P2340 16" braided stainless flex line with 3 AN straight / 90° ends... \$18
- P2341 18" braided stainless flex line with 3 AN straight ends... \$21
- P2342 20" braided stainless flex line with 3 AN straight ends... \$21
- P2343 22" braided stainless flex line with 3 AN straight ends... \$21
- P2344 24" braided stainless flex line with 3 AN straight ends... \$21
- P2382 Dragster 3 AN fitting & hose kit for plumbing from calipers to master cylinder - Hard line not included... \$92
- P2383 Front door car 3 AN fitting & hose kit for plumbing from calipers to line lock - Hard line not included... \$88
- P2384 Rear door car 3 AN fitting & hose kit for plumbing from calipers to master cylinder - Hard line not included... \$83



### Street and Street/Track Brake Kits

Brake components designed for Street / Track vehicles must be able to endure the elevated heat conditions that exist under constant use. Drum brakes are fine for many street cars, but do not offer sufficient heat dissipation for track use. In a drum brake assembly, the braking surface, shoes, and wheel cylinder are all enclosed limiting heat dissipation. A disc system has everything exposed to the surrounding air providing a more efficient braking system. When changing brakes, it is important to look at the master cylinder, pedal assembly, proportioning valve, and brake lines. What has worked well with the OEM brakes, may now be completely wrong for the new brake system.





## Wilwood Rear Disc Brake Kits

The Wilwood rear disc brake kits are an excellent value and ideal for street and street/track vehicles. These kits include rotors, calipers, internal parking brakes, mounting brackets, and attaching hardware. The rotors are for 5 lug wheels, and have 4 1/2", 4 3/4", and 5" bolt circles for use with 1/2" wheel studs. Rotors can have one bolt pattern modified for 5/8" studs for an additional \$15<sup>00</sup>. Caliper mounting brackets fit the Late Big Ford housing end (Strange H1137). These kits are designed for a 2.50" brake offset ("F" dimension), 3.060" brake register ("A" dimension), axle flange OD of 6.61" or less ("D" dimension), and require a 1.00" access hole on a 4.50" BC. The 11" Low Profile kit will fit some 14" wheels (minimum inside diameter of 13.14") and all 15" or larger. The 12.190" will fit some 15" wheels (minimum inside diameter of 14.2") and larger. The brake hoses and parking cables are not included.



**B2708WC** Wilwood 12.19" brake kit with parking brake for Late Big Ford ends - H1137  
A=3.060" - B=2.500" - 4 1/2" & 4 3/4" for 1/2" studs... \$750

**B2707WC \*** Wilwood 12.19" brake kit with parking brake for Late Big Ford ends - H1137  
A=3.060" - B=2.500" - 4 1/2" & 4 3/4" for 1/2" studs... \$750

**B2709WC** Wilwood 11" Low Profile brake kit with parking brake for Late Big Ford ends - H1137  
A=3.060" - B=2.500" - 4 1/2" & 4 3/4" for 1/2" studs... \$599

**B2710WC \*** Wilwood 11" Low Profile brake kit with parking brake for Late Big Ford ends - H1137  
A=3.060" - B=2.500" - 4 1/2" & 4 3/4" for 1/2" studs... \$599

\* For staggered rear shocks - One caliper mounts forward and one rearward

All kits supplied with black calipers - Other colors available at an additional charge

Rotors can be drilled for 5/8" studs in one bolt circle for \$15



## Drum Brake Kits

Both 11" drum brake kits fit a brake register size of 2.780" ("A" dimension). Drums are drilled to accept 1/2" wheel studs and have 5 lug 4 1/2" & 4 3/4" bolt circles. They can be drilled for an additional bolt circle or machined to accept 5/8" studs for an additional \$15<sup>00</sup>. The B1606 kit fits the Late Big Ford housing end, Strange H1137, with a brake offset of 2.50" ("F" dimension). The B1608 fits the Early Big Ford housing end, Strange H1135, with a brake offset of 2.332" ("F" dimension). The brake hoses and parking cables are not included.

**B1606** Drum brake kit for Late Big Ford ends - H1137  
A=2.780" - B=2.500" - 4 1/2" & 4 3/4" for 1/2" studs... \$475

**B1608** Drum brake kit for Early Big Ford ends - H1135  
A=2.780" - B=2.332" - 4 1/2" & 4 3/4" for 1/2" studs... \$575

**B1600D** Drill B1606 or B1608 for different bolt circle or stud size... \$15



# SHOCKS

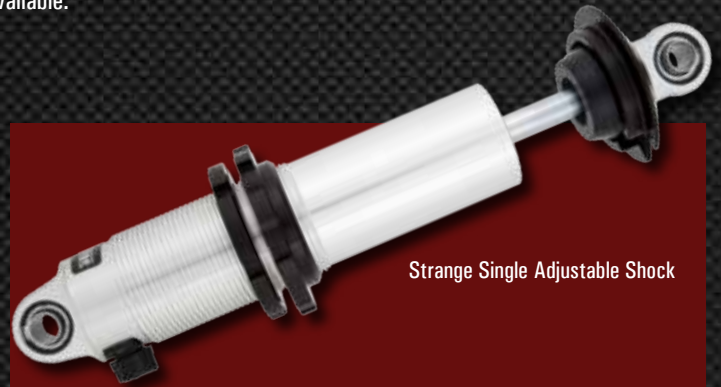
## DRAG RACE ALUMINUM COIL-OVER, STRANGE ALUMINUM, KONI ALUMINUM



**Drag Race Aluminum Coil-Over Shocks:** Strange Drag Race aluminum coil-over shocks were developed with the help of several chassis builders, Pro-Mod racers, and World Champion Sportsman racers. The hard work culminated into a shock that is highly responsive, consistent, and can be easily adjusted to adapt to slight changes in atmospheric conditions. Each Strange shock body, eyelets, spring seat and

jam nut are fully machined from high-grade aluminum. Strange fully assembles and inspects each shock. The Strange dynamometer facility enables us to analyze shocks at all shaft speeds and continue our valve development to stay at the forefront of Drag Racing shock technology. The shocks incorporate a wide range of adjustments that suit most needs, but custom valving is always available.

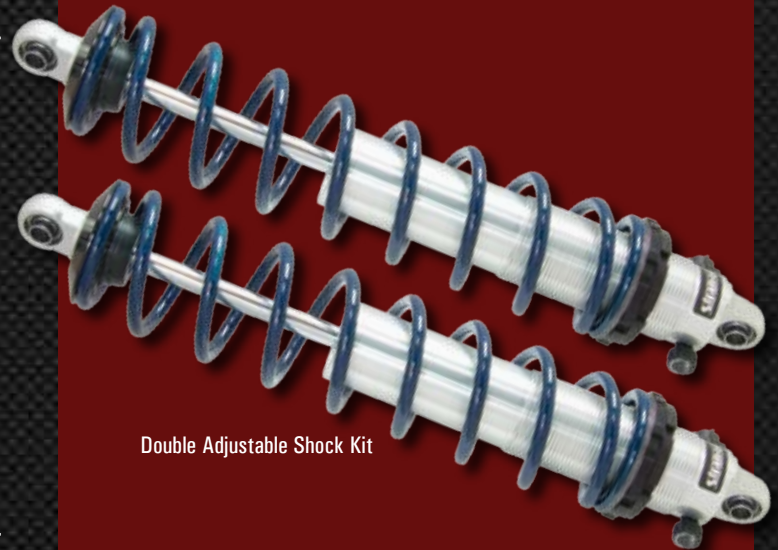
**Strange Aluminum Single Adjustable:** Coil-over shocks are designed to simplify the process of tuning your suspension. When adjustments become necessary to a drag race vehicle, Strange shocks prove to be a valuable tool to alter the reaction of the suspension to compensate for the change in conditions. Shock extension is easily adjusted by turning a conveniently located external knob. The external knob offers 10 precise extension (rebound) settings and allows for a wide range of adjustment.



Strange Single Adjustable Shock

**Strange Aluminum Double Adjustable:** Coil-over shocks are offered to drag racers seeking the ultimate in suspension tuning. The double adjustable shock offers all the benefits of the single adjustable shock, but also incorporates an additional knob for accurately adjusting compression (bump). The ability to independently adjust both extension and compression allows the chassis tuner complete dampening control of the vehicles suspension.

Strange double adjustable shock package include Teflon lined high mis-alignment bearings, spring seat bearings and Hyperco Springs. Hyperco springs are supplied to ensure consistent performance and alleviate additional problems that may be introduced with lesser grade springs.



Double Adjustable Shock Kit

**Koni Aluminum Double Adjustable:** Coil-over shock absorbers feature SPA 1 valving. SPA 1 valving is velocity sensitive, which allows for hard launches and allows proper "unwinding" of the rear suspension. They are produced from quality materials and surfaces are machined to close tolerances. Extension (rebound) is adjusted through a slot under the top eye, while compression (bump) is adjusted above the bottom eye. Every Koni shock is 100% dyno tested to assure optimum performance.





Part Number	Extended Length	Collapsed Length without Bumper	Recommended Ride Height	*Stroke	Suggested Spring Length	Adjustment Type
S5209	22.40"	14.25"	17"-20"	8.15"	14"-16"	Strange Single
S5009	22.40"	14.25"	17"-20"	8.15"	14"-16"	Strange Double
S5207	19.15"	12.64"	15.25"-16.00"	6.52"	14"	Strange Single
S5007	19.15"	12.64"	15.25"-16.00"	6.52"	14"	Strange Double
S5206	17.15"	11.64"	13.875"-14.50"	5.52"	12"	Strange Single
S5006	17.15"	11.64"	13.875"-14.50"	5.52"	12"	Strange Double
S5205	15.40"	10.76"	12.625"-13.250"	4.64"	12"	Strange Single
S5005	15.40"	10.76"	12.625"-13.250"	4.64"	12"	Strange Double
S5204	13.84"	10.00"	11.750"-12.125"	3.86"	10"	Strange Single
S5004	13.84"	10.00"	11.750"-12.125"	3.86"	10"	Strange Double
S5203	12.84"	9.50"	11.00"-11.375"	3.36"	7"-8"	Strange Single
S5003	12.84"	9.50"	11.00"-11.375"	3.36"	7"-8"	Strange Double
S5202	11.36"	8.74"	10.00"-10.375"	2.62"	7"-8"	Strange Single
S5002	11.36"	8.74"	10.00"-10.375"	2.62"	7"-8"	Strange Double
S1123A	19.5"	12.5"	16.625"-17.38"	7"	14"	Koni Double
S1126A	17.5"	11.5"	15.25"-15.875"	6"	12"	Koni Double
S1121A	15.875"	10.75"	14"-14.625"	5.125"	12"	Koni Double

\* Stroke is stated without the bump rubber installed to comply with the industry standard and be comparable to other brands. Deduct .563" from Strange shock stroke and 2.1875" from the Koni to obtain usable stroke. Shocks should not be operated without the bump rubber.

**Koni Double Adjustable Shock:** Includes .625" wide bearings, spring seat, and jam nut..... \$399 each

**Strange Double Adjustable Shock Package:** Includes 1" wide\* Teflon lined high mis-alignment bearings, spring seats, jam nuts, Hyperco springs, and spring seat bearing kit..... \$660 package

**Strange Single Adjustable Shock:** Includes 1" wide\* high mis-alignment bearings, spring seat, and jam nut... \$169 each

Part numbers for Strange Single Adjustable Shocks are for one shock, Strange Double Adjustable are for Shock Package (specify spring rate)  
For Strange Double Adjustable shock sold individually (less spring and spring seat bearings) add "A" to the end of the part number (i.e. S5007A - \$292 each)

\* Upon request, 1" wide bearings may be replaced on Strange shocks with either .5" or 1.5" wide bearings

S1409 Torrington spring seat bearing kit eases spring height adjustment... \$22

S1413 Spanner wrench for coil-over shocks... \$15



# SHOCKS

## STREET/TRACK ALUMINUM BOLT-IN

### Street / Track Aluminum Bolt-in Shocks

Strange aluminum bolt-in shocks were developed with the help of several Sportsman racers, street / track competitors, and muscle car enthusiasts. This collaboration led to the creation of a shock that is very responsive, consistent, and can be easily tailored to various conditions. The Strange shock body and eyelets are fully machined from high-grade aluminum,

- Lightweight Aluminum Bolt-In Shocks
- Easily Accessible External Adjustment
- Extension Tuning Knob (Single & Double Adjustable)
- Compression Tuning Knob (Double Adjustable)
- Billet Steel Cross Bars & Polyurethane Bushings
- Wide Range of Adjustments are Ideal for Street & Track

### Strange Aluminum Bolt-in Single Adjustable:

Shocks give the customer ability to control the dampening effect of the shocks extension resistance. Whether you are adjusting the ride of your street machine, handling of a Pro Touring, or tuning a drag race vehicle, Strange shocks are a valuable tool to alter the response of your suspension to various conditions you may encounter. Shock extension (rebound) is easily adjusted by turning a conveniently located external knob. The external knob offers 10 precise settings and allows for a wide range of adjustment.

### Strange Aluminum Bolt-in Double Adjustable:

Shocks are offered to those seeking the ultimate in suspension tuning. The double adjustable shock offers all the benefits of the single adjustable shock, but also incorporates an additional knob for accurately adjusting compression (bump). The ability to independently adjust both extension and compression allows the chassis tuner complete dampening control of the vehicles suspension.



Single Adjustable



Double Adjustable

carefully assembled, and fully inspected. In-house dynamometer testing enables us to completely analyze shocks at all shaft speeds. This allows us to continue our valve development and stay ahead of the performance shock industry. Although Strange shocks offer a wide range of adjustment, re-valving is available to suit your specific requirements.





## Bolt-in Aluminum Shock Applications

Single Adjustable \$150 each • Double Adjustable \$250 each (Unless Stated Otherwise)

		Front		Rear	
		Sing Adj	Db1 Adj	Sing Adj	Db1 Adj
Crown Victoria	1983-91	S5263*	S5063*	NA	NA
Galaxy 500, LTD	1971-82	S5263*	S5063*	NA	NA
Ranchero	1972-79	S5263*	S5063*	NA	NA
Mustang	1964-73	S5245	S5045	NA	S5046
	1979-04	NA	NA	S5248**	S5048**
	1985-93	NA	NA	S5244	S5044
	1994-04	NA	NA	S5250	S5050
Thunderbird	2005-14	NA	NA	S5242	S5042
	1959-60	S5263*	S5063*	NA	NA
	1967-79	S5263*	S5063*	S5262	S5062
Torino	1972-76	S5263*	S5063*	S5262	S5062

\* Requires modification of stock lower control arm

\*\* Rear coil-over shock with bracket (less spring) - Single \$199 each / Double \$322 each



# SHOCKS/ STRUTS

## MUSTANG



### Mustang Single Adjustable Steel Bolt-in Shocks / Struts

- 11 performance settings offer a wide range of adjustment
- Easily accessible external knob controls extension (rebound)
- Fits OEM applications
- Ideal for Street/Strip applications
- Steel construction
- Accepts most coil-over kits

#### 79-93 Mustang S6000EM

Strange externally adjustable rear shock..... \$70

#### 87-93 Mustang S6001EM

Strange externally adjustable front strut - V8 Only..... \$120

#### 94-04 Mustang S6004LM

Strange externally adjustable rear shock - Will not fit IRS Cobra..... \$70

#### 94-04 Mustang S6005LM

Strange externally adjustable front strut..... \$120

#### 05-14 Mustang S6008LM

Strange externally adjustable rear shock..... \$90

#### 05-14 Mustang S6008LMS

Strange externally adjustable rear shock

For cars lowered 1 to 1 1/2" ..... \$90

#### 05-10 Mustang S6009LM

Strange externally adjustable front strut..... \$140

#### 11-14 Mustang S6011LM

Strange externally adjustable front strut..... \$140

#### Coil-Over Kit for 79-04 Mustang Strut S6001

Includes aluminum body, spring seat, jam nut and bearings

Serves one strut..... \$71

Aftermarket caster / camber plates must be used with Strange Coil-Over kit  
Requires 14" spring - Sold separately

See Spring Section for available 14" springs

- Hyperco \$120 pr
- Knight \$69 pr





## Mustang Double Adjustable Coil-Over Struts

- Easily accessible and independently adjustable extension and compression settings
- Lightweight construction with durable steel body
- Robust 22mm rod and large 1.375" piston diameter
- Coil-over body is designed to fit 2.5" ID springs
- Includes spring seat bearings for easy ride height adjustment
- Custom Valving available

**Strange Bolt-in Double Adjustable Coil-Over:** Steel struts are designed and valved to satisfy the needs of the most competitive drag racer. Competitive Drag Racing is won or lost by narrow margins making suspension tuning and consistency critical to winning races. Strange double externally adjustable coil-over struts easily permit independent control of both extension and compression- maximizing your car's performance. Besides reducing weight and allowing for adjustable ride height- the double adjustable Strange struts are a valuable tool to adapt to changing track conditions, control weight transfer, ET reduction, improve down track stability, and allow for consistent runs.

### 1987-93 (V8 only) and 94-04 Mustang\* S2041

Double adjustable steel coil-over struts..... \$499 each

### 2005-14 Mustang\*\* S2043

Double adjustable steel coil-over struts..... \$499 each

\* For 94-04 applications that have been lowered 1"

\*\* Body does not have sway bar mounts - Call if required

All struts include spring seat bearings Require 14" spring - Sold separately



# SPRINGS

## HYPERCO & KNIGHT SPRINGS



**Hyperco Springs:** Cold wound from preheat treated SAE 9254 chrome silicon wire. Optimum wire diameter is selected for the individual design without compromise. After coiling, the closed ends are ground, and the spring is thermally stress relieved, preset and shot-peened. Completed springs are magnafluxed, inspected, deep blue epoxy powder coated and checked for dimensions, trueness and rate. Hyperco then tests each coil for actual rate and etches the rate permanently into the spring. Hyperco strict manufacturing tolerances assure the racer of springs within a tolerance range of +/- 2% most being within 1%!

Part Number	Spring Rate	Length	Length At Coil Bind	Deflection	Weight Per Spring
SP70175	175	7"	1.803"	5.197"	1.25 lbs
SP70200	200	7"	1.938"	5.062"	1.45 lbs
SP70250	250	7"	2.166"	4.834"	1.55 lbs
SP70300	300	7"	2.405"	4.595"	1.80 lbs
SP70500	500	7"	2.765"	4.235"	2.35 lbs
SP80200	200	8"	2.269"	5.731"	1.70 lbs
SP80225	225	8"	2.353"	5.647"	1.85 lbs
SP80250	250	8"	2.452"	5.548"	2.10 lbs
SP80275	275	8"	2.622"	5.378"	2.30 lbs
SP80300	300	8"	2.563"	5.437"	2.35 lbs
SP80325	325	8"	2.652"	5.348"	2.40 lbs
SP80350	350	8"	2.733"	5.267"	2.55 lbs
SP80375	375	8"	2.853"	5.147"	2.60 lbs
SP80400	400	8"	2.910"	5.090"	2.80 lbs
SP80550	550	8"	3.364"	4.636"	3.10 lbs
SP10125	125	10"	2.498"	7.502"	1.75 lbs
SP10225	225	10"	3.125"	6.875"	2.65 lbs
SP10250	250	10"	3.214"	6.786"	3.00 lbs
SP10300	300	10"	3.409"	6.591"	3.35 lbs
SP10325	325	10"	3.496"	6.504"	3.45 lbs
SP10350	350	10"	3.603"	6.397"	3.45 lbs
SP10375	375	10"	3.731"	6.269"	3.90 lbs
SP10400	400	10"	3.709"	6.291"	3.75 lbs
SP10425	425	10"	3.781"	6.219"	3.90 lbs
SP10550	550	10"	4.131"	5.869"	4.95 lbs
SP12085	85	12"	2.764"	9.236"	1.95 lbs
SP12095	95	12"	2.803"	9.197"	2.00 lbs
SP12110	110	12"	2.954"	9.046"	2.25 lbs
SP12125	125	12"	3.160"	8.840"	2.35 lbs
SP12150	150	12"	3.392"	8.608"	2.80 lbs

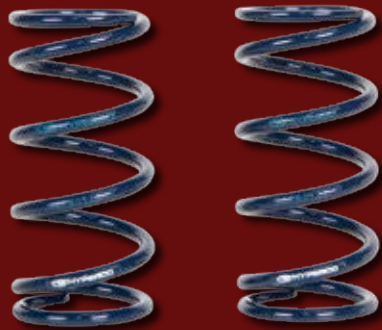
Part Number	Spring Rate	Length	Length At Coil Bind	Deflection	Weight Per Spring
SP12162	162	12"	3.494"	8.506"	2.95 lbs
SP12175	175	12"	3.523"	8.477"	3.00 lbs
SP12185	185	12"	3.597"	8.403"	3.10 lbs
SP12200	200	12"	3.687"	8.313"	3.80 lbs
SP12225	225	12"	3.867"	8.133"	3.60 lbs
SP12375	375	12"	4.634"	7.366"	5.05 lbs
SP12400	400	12"	4.670"	7.330"	5.10 lbs
SP12425	425	12"	4.956"	7.044"	5.85 lbs
SP12450	450	12"	4.857"	7.143"	5.85 lbs
SP12550	550	12"	5.026"	6.974"	6.60 lbs
SP12600	600	12"	5.376"	6.624"	6.70 lbs
SP12650	650	12"	5.710"	6.290"	6.80 lbs
SP14085	85	14"	3.718"	10.282"	2.65 lbs
SP14100	100	14"	3.457"	10.543"	2.60 lbs
SP14110	110	14"	3.705"	10.295"	2.70 lbs
SP14125	125	14"	3.736"	10.264"	3.10 lbs
SP14138	138	14"	4.012"	9.988"	3.25 lbs
SP14150	150	14"	4.230"	9.770"	3.55 lbs
SP14160	160	14"	4.053"	9.947"	3.90 lbs
SP14175	175	14"	4.324"	9.676"	3.80 lbs
SP14185	185	14"	4.484"	9.516"	4.20 lbs
SP14200	200	14"	4.607"	9.393"	4.35 lbs
SP14225	225	14"	4.777"	9.223"	4.90 lbs
SP14250	250	14"	4.857"	9.143"	4.95 lbs
SP14275	275	14"	5.049"	8.951"	5.30 lbs
SP14300	300	14"	5.243"	8.757"	5.80 lbs
SP14325	325	14"	5.372"	8.628"	5.95 lbs
SP14350	350	14"	5.205"	8.795"	7.00 lbs
SP16125	125	16"	3.819"	12.181"	4.80 lbs

Part numbers shown above are for pair of Hyperco springs

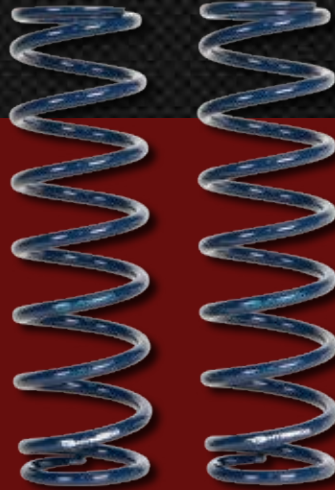




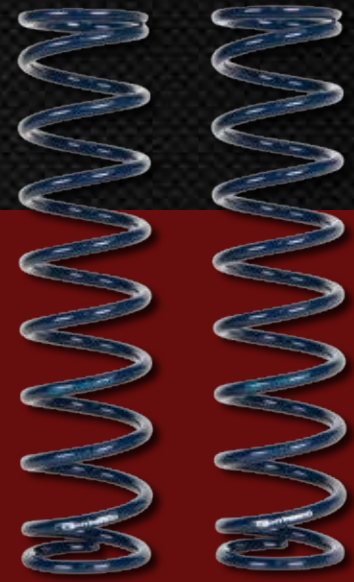
## Hyperco Springs



7" & 8" Hyperco Springs \$116 Pair



12" & 14" Hyperco Springs \$120 Pair

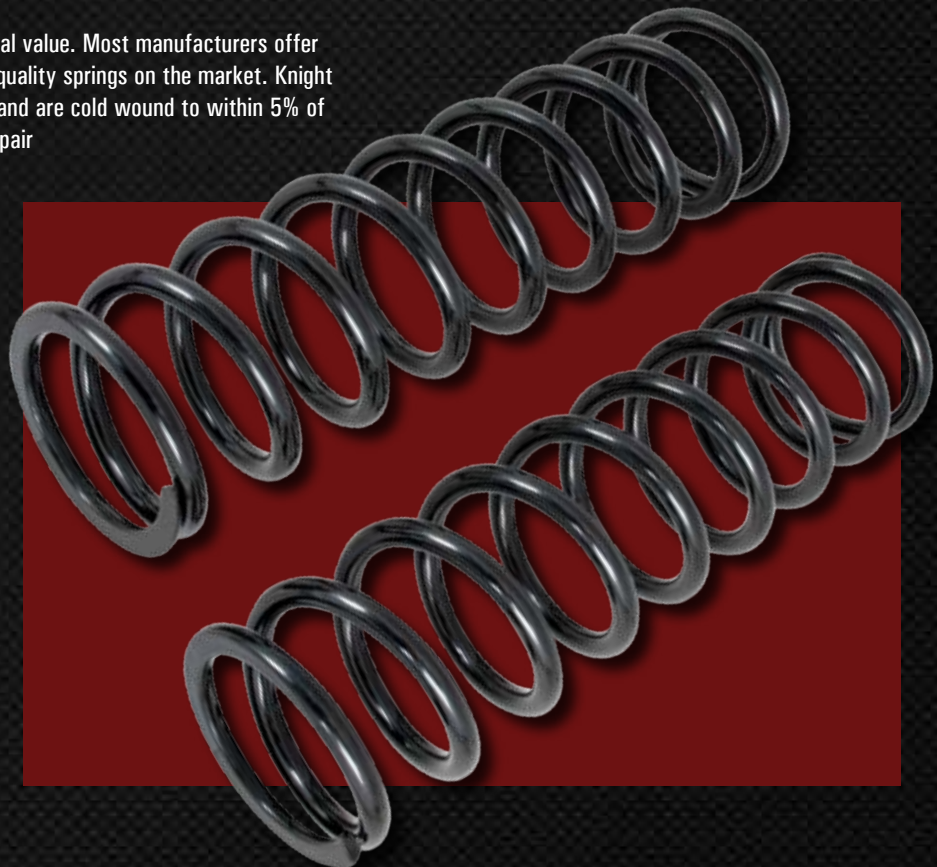


16" Hyperco Springs \$135 Pair

**Knight Springs:** An exceptional value. Most manufacturers offer comparable type springs as their finest quality springs on the market. Knight springs are black epoxy powder coated and are cold wound to within 5% of the advertised rate ..... \$69 pair

Part Number	Spring Rate	Length
SPK1295	95	12"
SPK12110	110	12"
SPK12130	130	12"
SPK12150	150	12"
SPK12170	170	12"
SPK12200	200	12"
SPK1495	95	14"
SPK14110	110	14"
SPK14130	130	14"
SPK14150	150	14"

Part numbers shown above are for pair of Knight springs



# DRIVELINE

## TUBULAR DRIVESHAFTS

- All Shafts Feature Seamless Heat Treated Chrome-moly Tubing
  - 3" or 3 1/2" OD Tubing
- Strange Forged Chrome-moly or Spicer HD Weld Ends
- Solid (non-crossdrilled) Spicer 1350 or 1480 U-Joints
  - Total Run-Out Less Than .008"
  - Electronically Balanced

**Strange Tubular Driveshafts:** Constructed from seamless heat treated chrome-moly tubing. The .083" wall thickness tubing is offered in both 3" OD and 3 1/2" OD to suit various applications. Custom designed fixtures ensure the 1350 or 1480 series weld-ends are properly phased to eliminate driveline vibrations. The U1699 driveshaft is MIG welded and utilizes Spicer HD 1350 series weld ends and solid (non-crossdrilled) u-joints. All other shafts are TIG welded and feature Strange HD forged chrome-moly weld ends and Spicer HD solid u-joints. Every shaft is electronically balanced with a total run-out of less than .008". Strange offers a complete line of transmission yokes, rear end yokes, and u-bolt kits to complete your custom driveshaft.

**3" or 3 1/2" Driveshaft:** Determined by driveshaft length and peak RPM. Critical speed is the point in which the driveshaft will begin to distort, vibrate, and eventually fail. Once measurements have been taken, consult a Strange Sales Associate to discuss the proper driveshaft diameter to order.

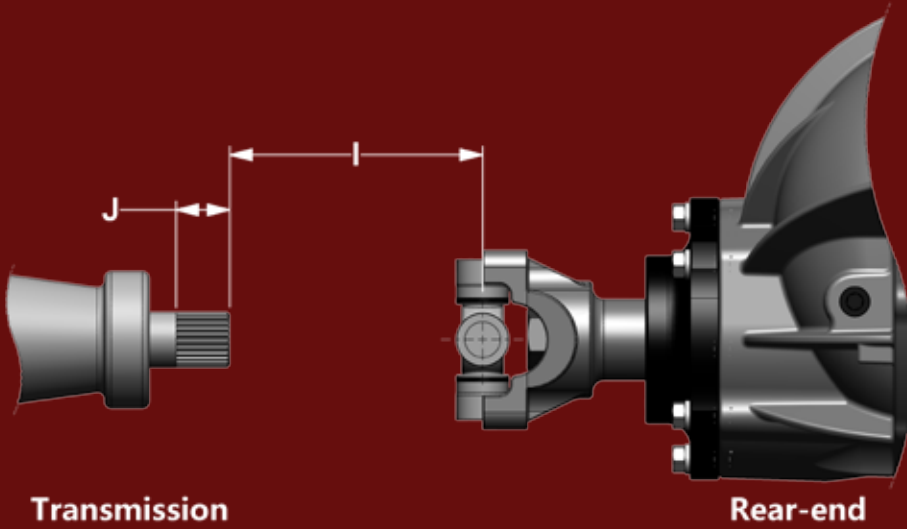
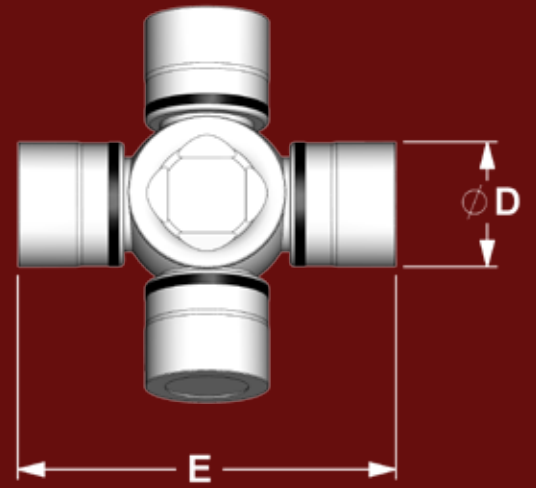
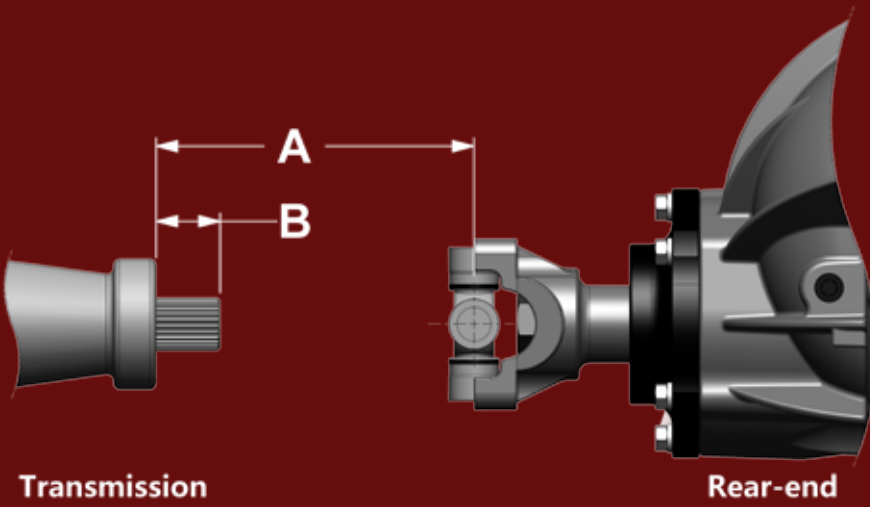
**Measurements:** Should be taken on level ground, full weight on all four tires, vehicle at ride height, and pinion angle set. If the rear yoke is smaller than a 1350 series, it may be the time to replace it before proceeding. The driveline is only as strong as the weakest link and a new yoke will change your measurement.

**Driveshaft including a transmission yoke:** If you have a 1350 series yoke on the rear, only the "A" and "B" measurements are required. If you do not, also supply the "D" and "E" of the rear u-joint.\* (See diagram on next page)

**Driveshaft only - No transmission yoke:** Push the transmission yoke all the way in until it bottoms, pull it out 7/8" and measure center to center. This is the "C" dimension. If you are not using all 1350 series yokes, supply the "D" and "E" from any that are not and note which end they belong.\* Your transmission yoke will need to be sent-in to properly balance the driveshaft. (See diagram on next page)

\* This situation will require use of a conversion u-joint.  
These are crossdrilled which will reduce overall driveline strength.





# DRIVELINE

## DRIVESHAFTS & YOKES



### Driveshafts

U1699	3" seamless chrome-moly driveshaft, Spicer HD 1350 weld ends, with 1350 u-joints.....	\$250
U1702*	3" seamless chrome-moly driveshaft, Strange chrome-moly 1350 weld ends, with 1350 u-joints.....	\$335
U1704*	3 1/2" seamless chrome-moly driveshaft, Strange chrome-moly 1350 weld ends, with 1350 u-joints.....	\$435

\* Available with SFI certification sticker for an additional \$15

### Driveshaft Components

U1610	U-bolts for 1350 series yoke (pair).....	\$12
U1610HD	Billet cap kit for Strange 1350 series yokes (pair).....	\$85

### Transmission Yokes

U1658	Ford C4, T5, Tremec 3550, & AOD 28 spline / 1350 series / Strange HD / G=5.81" / H=1.498".....	\$80
U1668	Ford C4, T5, Tremec 3550, & AOD 28 spline / 1350 series / Strange chrome-moly / G=5.81" / H=1.498".....	\$179
U1659	Ford C6, T45, Top Loader, & FMX 31 spline / 1350 series / Strange HD / G=6.06" / H=1.684".....	\$80
U1669	Ford C6, T45, Top Loader, & FMX 31 spline / 1350 series / Strange chrome-moly / G=6.06" / H=1.684".....	\$179



U1668



U1658

# DRIVELINE

## REAR END YOKES



### Ford 9" / Ford 8.8"

U1603	Ford 9" / 28 spline / 1350 series Strange chrome-moly / 2.80 lbs / G = 4.063" / H = 1.812"	\$125
U1603P	U1603 polished and chrome plated	\$191
U1604	Ford 9" / 35 spline / 1350 series Strange chrome-moly / 2.86 lbs / G = 4.063" / H = 2.125"	\$125
U1604P	U1604 polished and chrome plated	\$191
U1633	Ford 9" / 28 spline / 1350 series Strange aluminum / 1.00 lbs / G = 3.875" / H = 1.804"	\$250
U1634	Ford 9" / 35 spline / 1350 series Strange aluminum / 1.00 lbs / G = 3.875" / H = 2.113"	\$250
U2203	Ford 9" / 28 spline / 1350 series / with dust shield Strange HD / G = 4.060" / H = 1.812"	\$90
U2203HDA	Ford 9" / 28 spline / 1350 series / with dust shield / for HD Pro support Strange HD / G = 4.060" / H = 1.812"	\$90
U2304	Ford 9" / 35 spline / 1480 series Strange chrome-moly / 2.86 lbs / G = 4.062" / H = 2.125"	\$281
U1596	Ford 8.8" / 30 spline / 1350 series Strange chrome-moly / G = 3.150" / H = 1.812"	\$142
U1630	Ford 8.8" / 30 spline / 1350 series Strange HD / G = 3.150" / H = 1.812"	\$90



U1603



U1604P



U1633



U2203



U1630

# DRIVELINE

## SENSOR COLLARS / U-BOLTS / CAP KITS



U1613	One magnet pick-up collar for U1603.....	\$48
U1613-2	Two magnet pick-up collar for U1603.....	\$52
U1613-4	Four magnet pick-up collar for U1603.....	\$60
U1613-8	Eight magnet pick-up collar for U1603.....	\$129
U1614	One magnet pick-up collar for U1604 & U2304.....	\$48
U1614-2	Two magnet pick-up collar for U1604 & U2304.....	\$52
U1614-4	Four magnet pick-up collar for U1604 & U2304.....	\$60
U1614-8	Eight magnet pick-up collar for U1604 & U2304.....	\$129
U1617 *	One magnet pick-up collar for U1594, U1596, U1598, U1601, & U1606.....	\$48
U1617-2 *	Two magnet pick-up collar for U1594, U1596, U1598, U1601, & U1606.....	\$52
U1617-4 *	Four magnet pick-up collar for U1594, U1596, U1598, U1601, & U1606.....	\$60
U1617-8 *	Eight magnet pick-up collar for U1594, U1596, U1598, U1601, & U1606.....	\$129
U1610	U-bolts for 1350 rear end yokes- pr.....	\$12
U1610HD	Billet chrome-moly cap kit for 1350 yokes (Strange yokes only)- pr.....	\$85
U1611	U-bolts for 1480 rear end yokes- pr.....	\$25
U1611HD	Billet chrome-moly cap kit for 1480 yokes (Strange yokes only)- pr.....	\$100

\* Applications shown are for yokes produced after 1/1/15 - Call for more information



U1613-2



U1610



U1610HD

DON'T JUST RACE...

# RaceStrange



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